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### TIME-TABLE.

#### WEEK DAYS

		A.M.	A.M.	A.M.	NOON	P.M.	P.M.	P.M.
Kowloon...	Dep.	6.40	9.15	10.30	12.00	1.15	4.35	5.50
Yau-mat...	Dep.	6.50	9.24	10.39	12.09	1.24	4.44	5.59
Shatin...	Dep.	7.02	9.36	10.51	12.21	1.36	4.56	6.11
Tai-po...	Dep.	7.16	9.49	11.04	12.34	1.49	5.09	6.24
Tai-po Market...	Dep.	7.21	9.55	11.10	12.38	1.53	5.13	6.28
Fanning...	Dep.	7.38	10.07	11.22	12.48	2.03	5.23	6.38
Shenagshui...	Dep.	7.58	10.27	11.42	12.58	2.23	5.43	6.58
Shumchun...	Arr.	7.42	10.15	11.28	12.58	2.13	5.34	6.48

		A.M.	A.M.	A.M.	NOON	P.M.	P.M.	P.M.
Shumchun...	Dep.	7.21	8.05	10.38	11.40	3.00	4.17	5.13
Shenagshui...	Dep.	7.38	8.12	10.45	11.47	3.07	4.24	5.20
Fanning...	Dep.	7.58	8.16	10.49	11.51	3.11	4.28	5.24
Tai-po Market...	Dep.	7.42	8.28	10.59	12.02	3.21	4.38	5.34
Tai-po...	Dep.	7.46	8.30	11.04	12.07	3.25	4.42	5.38
Shatin...	Dep.	7.59	8.43	11.17	12.21	3.28	4.56	5.51
Yau-mat...	Dep.	8.12	8.55	11.29	12.33	3.50	5.08	6.03
Kowloon...	Arr.	8.20	9.03	11.37	12.41	3.58	5.16	6.11

#### SUNDAYS AND PUBLIC HOLIDAYS

		A.M.	A.M.	A.M.	NOON	P.M.	P.M.	P.M.
Kowloon...	Dep.	6.40	8.35	9.15	10.30	12.00	2.22	5.29
Yau-mat...	Dep.	6.50	8.44	9.24	10.39	12.09	2.31	5.38
Shatin...	Dep.	7.02	8.56	9.36	10.51	12.21	2.43	5.51
Tai-po...	Dep.	7.16	9.09	9.49	11.04	12.34	2.56	6.03
Tai-po Market...	Dep.	7.21	9.15	9.55	11.10	12.38	3.00	6.09
Fanning...	Dep.	7.38	9.31	10.07	11.22	12.48	3.11	6.20
Shenagshui...	Dep.	7.58	9.51	10.27	11.42	12.58	3.25	6.38
Shumchun...	Arr.	7.42	9.35	10.15	11.28	12.58	3.21	6.30

		A.M.	A.M.	A.M.	NOON	P.M.	P.M.	P.M.
Shumchun...	Dep.	8.12	10.38	11.40	3.00	4.17	5.20	6.09
Shenagshui...	Dep.	8.19	10.45	11.47	3.07	4.24	5.27	6.16
Fanning...	Dep.	8.23	10.49	11.51	3.11	4.28	5.31	6.20
Tai-po Market...	Dep.	8.33	10.59	12.02	3.21	4.38	5.41	6.30
Tai-po...	Dep.	8.37	11.04	12.07	3.25	4.42	5.45	6.34
Shatin...	Dep.	8.50	11.17	12.21	3.28	4.56	5.59	6.47
Yau-mat...	Dep.	9.12	11.29	12.33	3.50	5.07	6.10	6.59
Kowloon...	Arr.	9.11	11.37	12.41	3.58	5.15	6.18	7.07

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Shatin...	Dep.	7.45	11.30	3.20	6.25	8.30	10.15	1.05
Shataukok...	Arr.	8.40	12.25	3.15	7.20	8.25	11.10	2.00

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Shatin...	Dep.	7.45	11.30	3.20	6.25	8.30	10.15	1.05
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## THE VALUE OF ENTHUSIASM.

### SERMON AT ST. JOHN'S CATHEDRAL.

The Rev. T. E. Powell, Assistant Chaplain of St. John's Cathedral, preached a sermon in St. John's Cathedral on Sunday, on "The value of enthusiasm," of which the following is the substance.

I do not think it is an exaggeration to say that enthusiasm is a positive essential in every sphere of life. Every man must be a bit of an enthusiast if he is ever to do anything of lasting value. We cannot all attain to the same degree of enthusiasm, but there should be an element of it in every nature. We are all rightly interested in the person whose face lights up and whose eyes brighten as he talks to us of his favorite pursuit—his books, his music, his sport, his photography, his scientific experiments; and even when we are old it ought not to be impossible for the hot flame to leap up from the grey ashes of our life. For all of us there should be a something which can take us out of the slumbering best within us. We too should have our visions and our revelations; visions of social, political, and religious reform; otherwise we shall perish, as the old writ says, or become as clouds of earth. The writer of the book of Revelation lays special stress on the necessity of this virtue in his messages to the seven churches. For his first word comes to the chief church, the Cathedral, in the capital city, the city of Ephesus, the writer appreciates all its good points, its toil and patience, but he puts his finger on its great weakness. It had fallen away, says the message, from its first enthusiasm—it had lost its first love. It had settled down into the ways of an established church; with plenty of good works and good people, but with the loss of that first spontaneous, passionate loyalty; and unless it recovered this enthusiasm, "its candlestick would be removed out of its place, and the light would go out."

We must of course realize that enthusiasm is contrary to some people's notions of what is right and proper. Their ideal is to be beautifully placid, to be regular, always innocuous and splendidly negative. For these the catchwords of life are summed up in such sayings as, "Be rigid," "Let everything be done as it was done years ago, and just because it was done years ago." They worship the great goddess Caution, and as for enthusiasm and such things, their soul hateth them. Such people, their ends at last in cynicism, to which all things, even the best, are vanity. As Mrs. Humphrey Ward said of a character in one of her novels, "The uselessness of utterance, the futility of enthusiasm, the inaccessibility of the ideal, the practical absurdity of trying to realise many of the man's inward dreams, these were the kind of considerations which descended upon him slowly and fatally, crushing down all the newly springing growths of action or of passion." Such a state of mind reminds one of the atmosphere of a certain Scotch church where a man, who once ventured to respond audibly to the Minister's prayer, was looked upon by his fellow-worshippers with something of the astonishment with which Trinculo gazed upon Caliban.

But it is well to bear in mind that the Catholic Church was built upon St. Peter—Peter, the hot-headed, blundering enthusiast; and as it has been said we owe more to such men than to whole regiments of respectable nobodies who never violated a single law of propriety. "For God's sake," cries Robert Louis Stevenson, "give me the young man who has brains enough to make a fool of himself." So, in our religion, and in our religious societies in this place, it is better that we should expect the Millennium by express train to-morrow than that we should sit still and complacently murmur to ourselves, "As it was in the beginning, is now and ever shall be, world without end, Amen." Is it not better, as the old homely proverb has it, that the pot should boil over, than that it should not boil at all? If extravagance is bad, apathy is infinitely worse. So let us never be ashamed of our enthusiasm. The zeal of better men than any of us has often won harsh words as its first reward. It is good then to be zealously affected in a good cause, for those whom God will spare out of His mouth are they who, like the Leodians of old, are neither hot nor cold.

But what really is enthusiasm, who is the enthusiast? The Greek meaning of the word supplies us with the answer. The enthusiast, in the original sense, is the person who is filled with God; in other words, the person who possesses the spirit of Christ. The religious person, then, is supposed to be the enthusiastic person just because he is religious; for religion is not so much an interest as a passion. As the old writer says, "His word was in mine heart like a burning fire shut up in my bones." That is enthusiasm, the burning fire shut up in our bones. Does it burn like that in us? Some sympathetic person may say to himself, "What you say is perfectly true, we have lost passion in our religion, especially in this Cathedral. It is high time we became passionate; but how are we to be?" It was a familiar sight in former days at home to see the old-fashioned cubby warming himself on a frosty day by vigorously heating his chest. It produced a sensation of warmth for a time, but, as somebody has observed, he did not imagine that he had changed Winter into Spring. It is quite possible for us, by means of vigorous spiritual exercises, to produce the semblance of heat, but we cannot change Winter into Summer, and it is sometimes a dangerous business to force up religious passion. For the real passion, like its spring, is God-given and must reach its fullness of spiritual climate. Passion comes to the soul which has dared humbly to accept the Divine forgiveness, and has been lifted up into the new life by hands not his own. He is not his own any longer, he is bought with a price.

And surely, when we transfer these thoughts to ourselves, we realise that what we want in this Cathedral, and in this Colony, is a burning zeal, a fiery passion. The Cathedral needs passion, needs enthusiasm, not merely a passion for itself, for its traditions, and for its customs—if needs a passion for its own sake. We rightly deplore the lack of passion, we seek to recover our first love. It will come only as we turn away from ourselves, and see Christ Himself and open our hearts to His love. It is His wisdom we must look to; it is for His smile we must look. For, Oh, the master is so fair, His smile so sweet to banished men.

But I am not one who thinks that we are not going forward. In our own Cathedral life there are signs of awakening; we can thank God for the fireless enthusiasm of the few, and with fresh courage go forward. There is passion and zeal among us, and our task is to see that it can find true and adequate expression, and that we are not fettered by the tradition and usages of the past. We can rightly rejoice in the newly-formed Church Council, and we should pray that God will guide all the office bearers in the Cathedral in the work which lies before them; and as a congregation we should remember that it is in a church which number six hundred, only sixty are doing the utmost they can do, the church's work will not be fulfilled before the judgment seat of Christ.

It is fitting that our minds should dwell on enthusiasm at this particular time, for the holy season of Lent is about to begin. Last year in this Cathedral its observance was almost a mockery—let us change all that. More over, from Lent until the end of the year, we shall be preparing for the Mission to the Far East, which will take place in some months time. May Christ fill us with an enthusiasm and a passion for Himself that we may be worthy of our high calling as sons of God. Let us make this prayer our own, "Remember, O Lord, what Thou hast wrought in us, and not what we deserve, and as Thou hast called us to Thy service, make us worthy of our calling, through Jesus Christ, Our Lord, Amen."

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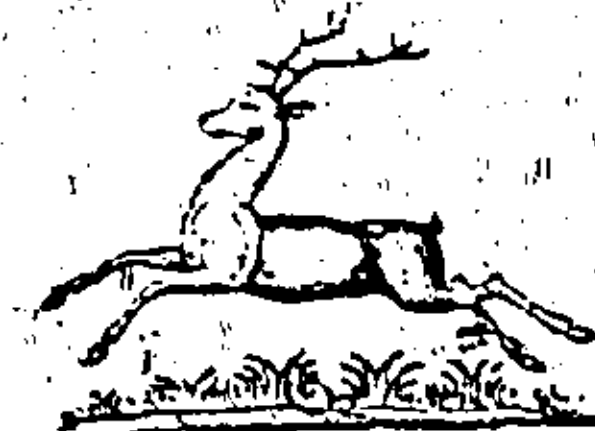
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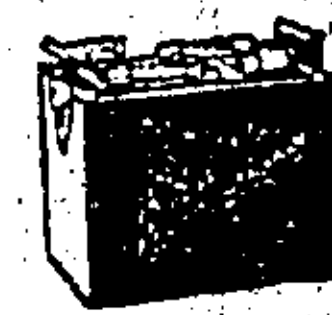
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Hot Bottles, Boots, Shoes, Hats of different kinds, Earthen-  
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[1835]

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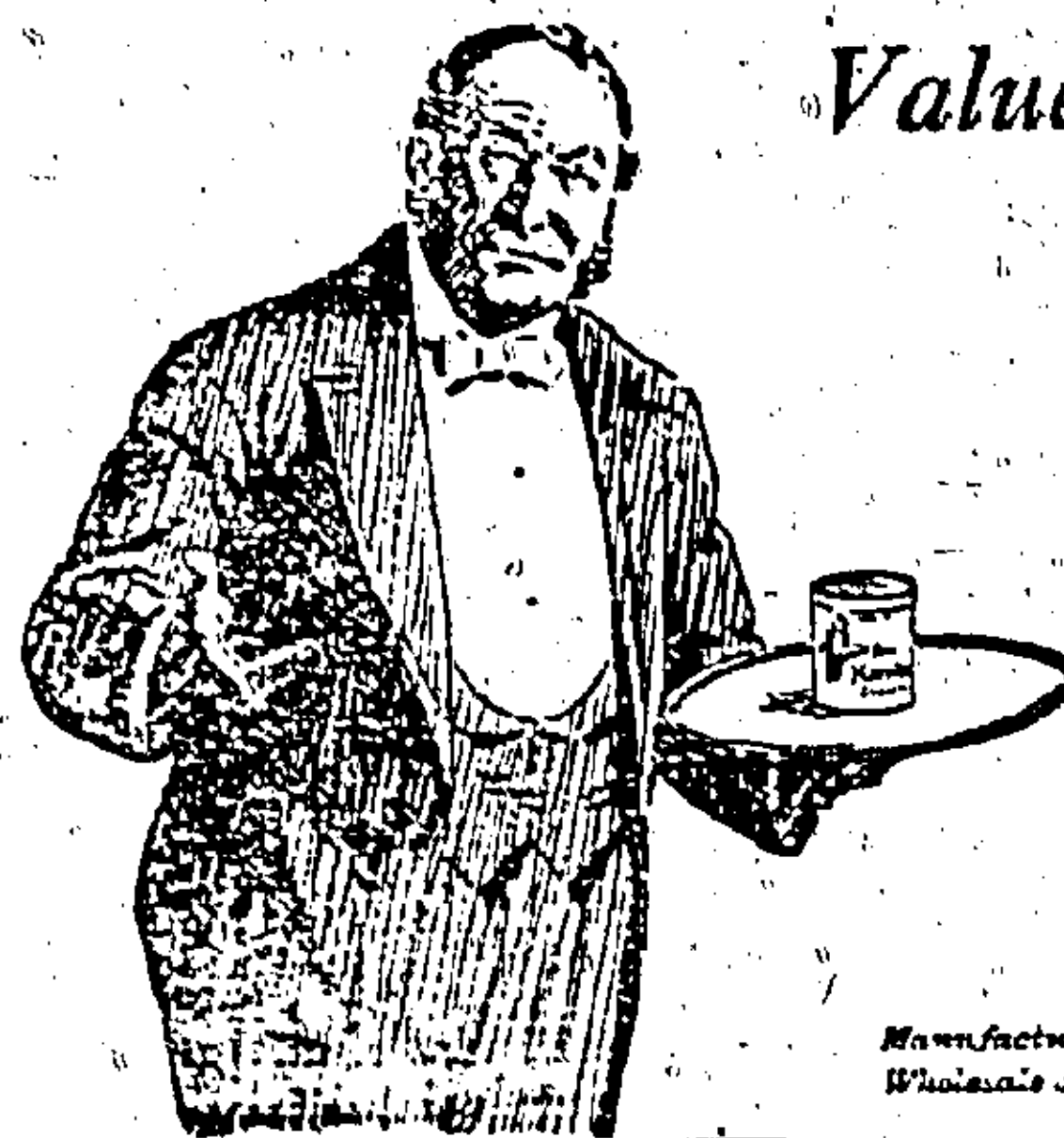
## THE CORONET

SINGAPORE TRAMWAYS.  
CIRCULAR ISSUED TO DEBENTURE  
AND SHAREHOLDERS.The following circular has been issued  
to the debenture holders, shareholders  
and creditors of the Singapore Electric  
Tramways, Limited:—  
5, London Wall Buildings,  
London, E.C.2.  
31st December, 1924.The scheme of arrangement which  
was unanimously passed at the separate  
meetings of debenture holders, share-  
holders and English creditors of the  
Company held in March last was duly  
sanctioned by the English Court and  
ordered to be carried into effect.  
At a subsequent Meeting of the local  
Singapore creditors of the Company  
the scheme was also unanimously ap-  
proved.It was hoped that before the end of  
the current year all the steps necessary  
to the completion of the scheme would  
have been effected and the shares of  
the intended New Company distributed  
among the parties entitled thereto.Delays of an unforeseen, but scarcely  
avoidable, character arose in Singapore  
in the settlement of the final terms of  
the new Traction Ordinance. These  
have now been finally approved by the  
Singapore Municipal Commissioners,  
and the Traction Ordinance, as well as  
a Supplemental Ordinance covering the  
transition period, have gone forward  
for formal enactment by the Governor  
and Legislative Council of the Straits  
Settlements. I am advised that the  
customary forms of procedure in this  
connection will probably occupy some  
months. It can scarcely be expected,  
therefore, that the formation of the  
New Company and the other final stages  
in the completion of the scheme will  
be accomplished before the middle of  
next year. Every effort will, however,  
be made to expedite matters.In this connection, I might refer to  
certain attempts, originating in Hong-  
kong, which have been made, both here  
and in Singapore, to oppose the carry-  
ing out of the scheme. It is, perhaps,  
only necessary to comment upon this  
opposition by stating that the persons  
who appear to be responsible became  
shareholders of the Company only with-  
in the past twelve months, that is some  
time after the Company's property had  
passed under my control as representing  
the debenture holders, and that the  
bulk of the shares acquired by them  
were registered in their names sub-  
sequent to the unanimous acceptance of  
the scheme by the general meeting of  
shareholders held in March last. It  
would not, therefore, appear to be com-  
petent to these Shareholders to take  
any effective steps to prevent the final  
carrying through of the scheme nor, in  
the circumstances, can it be claimed  
that their views or objects merit special  
consideration.Although still labouring under the dis-  
advantage of an inefficient installation,  
which cannot be adequately improved  
in the present interim régime, the  
Tramways, under the guidance of the  
technical staff furnished by the Shang-  
hai Electric Construction Co., Ltd., have  
shown very satisfactory improvement in  
results. The gross Traffic is published  
each week in the Press, and it may,  
therefore, suffice here to state that the  
figures for the forty-six weeks to the  
26th December, 1924, as compared with  
the corresponding period in the previous  
year, were as follows:—

1924	\$664,848
1923	\$522,719
Increase	\$142,129

It is not yet possible to indicate the  
actual net results of working, but for  
some months past a substantial surplus  
of receipts over local operating ex-  
penses has been shown, excluding wear  
and tear.WM. PLENDER,  
Receiver and Manager.HONGKONG TRAMWAYS, LTD.  
PROPOSAL TO DOUBLE THE  
CAPITAL.It is announced that, following the  
ordinary yearly general meeting of  
shareholders on the 27th inst. an extra-  
ordinary general meeting will be held at  
which resolutions will be proposed to  
increase the capital of the Company from  
£1,025,000 to £2,050,000 by the creation  
of 225,000 additional shares of the  
nominal value of £5 each. It is further  
proposed to declare a bonus of £5 per  
share on the issued shares of the Com-  
pany, to be satisfied by issuing to exist-  
ing shareholders one newly issued share  
in respect of every existing share held  
by them.HONGKONG SHARE MARKET.  
CLOSING QUOTATIONS.

FEBRUARY 9TH, 1925.	
Hongkong and Shanghai	
Banks	\$1,200 b., \$1,220 a.
Canton Insurance	\$755 nom.
Hongkong Fire Insurance	\$710 nom.
Union Insurance	\$255 b., 257 a.
Douglas Steamships	\$35 nom.
E. & C. M. Steamboats	\$38 a.
"Star" Frigate	\$74 b., 75 a.
Waterboats	\$172 nom.
"Shell" Transports	\$88 b.
China Sugars	\$35 b.
Langkate (combined)	Tls. 22 nom.
Kowloon Wharves	\$205 b.
Whampoa Docks	Tls. 110 b., 111 a.
H.K. & S. Hotels (old)	\$171 (new) \$1710 b.
Hongkong Land	\$107 a.
Humphreys Estates	\$204 ex div. nom.
Kwo Mills	Tls. 12.40 b. & a.
Shanghai Cottons	(old) Tls. 614 nom.
Oriental	Tls. 32.10 b.
Cement (combined)	\$27 b.
China Light (combined)	\$131 a.
Provident	(new) \$9.70 nom.
Dairy Farms	\$264 nom.
Electric	\$48 b.
Hongkong Rop. (combined)	\$88 nom.
Tramways	\$24 nom.
Water	\$22 (old) \$14 (new) nom.
Peak Tram	(old) \$26 a.
b—buyers; s—sellers; ex—sales.	



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Friends are rare and very valuable.They're like you, sir, always the same  
and never depressed.That's why people always stick to Kensitas  
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2, QUEEN'S BUILDINGS, Telephone: Central 636.Obtainable at  
LANE - CRAWFORD - LTD  
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and all high-class Tobacconists.  
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WYNNEin the  
Celebrated Character studies that  
have made her famousBERNARD KITCHEN  
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The Eminent Baritone  
From the London Opera House,  
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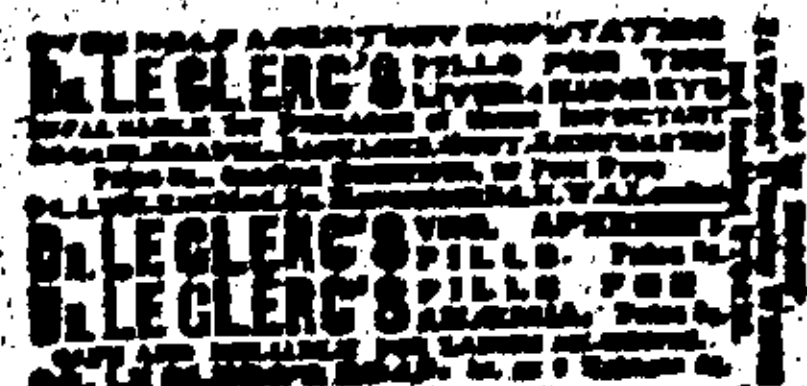
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APPLICATION has been made to the  
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Thirteen Duplicate Certificates for One Thousand  
Seven Hundred and Sixty-three Shares in this  
Company, numbered 133136, 132935 and 99271/  
Company, numbered 133136, 132935 and 99271/  
99230-2-0 Old Shares, 129719/125722, 143349/  
143354 1834/1838, 8627/8351 and 2304/2306-  
100 Old Shares, 95321/95720 100 Old Shares,  
92321/92320-100 Old Shares, 192797/192883-67  
Bonus Shares, 49034/49133-100 New Shares,  
457323/457395-78 New Shares, 206453/206652-  
100 New Shares, 206653/206652-100 New Shares,  
908874/309378-500 New Shares, 385311/385410-  
100 New Shares, 385411/385610-100 New  
Shares, 385611/385610-100 New Shares the  
Certificates Nos. 8435, 8501, 8602, 8603, 11193,  
10230, 10089 11160, 11161, 11235, 11555, 11556  
and 11557 dated 15th January, 1924; 21st Jan-  
uary, 1924, 8th August 1924, 18th March, 1924,  
28th July, 1924, 7th August, 1924, and 17th  
November, 1924, have been Lost or Mis-  
placed and in hereby given that if within Thirty  
Days from the date hereof No Claim or Repre-  
sentation in respect of such Original Certi-  
ficates are made to the General Managers, they  
will then proceed to deal with such application.  
For CHINA PROVIDENT LOAN &  
MORTGAGE CO., LTD.  
SHEWAN, TOMES & CO.,  
General Managers.  
St. George's Building,  
Hongkong, 19th January, 1925. [1746]

## HONGKONG WHARF DIVIDEND.

Messrs. Benjamin & Potts received a  
telegram from their Shanghai Office yes-  
terday advising that the Shanghai and  
Hongkong Wharf Co., Ltd. has declared a  
final dividend of Tls. 11, making Tls.  
14 for the year ending December 31st.  
last.Looking back over  
all the big spec-  
tacular pictures we  
have shown at

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AND not forgetting

"Hearts of the World"

"My Four Years in

Germany", "Intolerance"

"Man-Woman-Marriage",

"Orphans of the Storm",

"The Four Horsemen",

"The Hunchback", "The

Thief of Bagdad" and

"The Queen of Sheba",

we believe that we

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a finer film than

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the William Fox Masterpiece  
that is now showing atTHE LITTLE HOUSE THAT  
SHOWS THE BIG PICTURES.

The Art of the Cinema is here

## TRIUMPHANT

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## PERFECT!

Rome as she was 2,000 years ago is  
recreated for our benefit and lives  
once more, a wayward and wanton  
Mistress of the world!We breathe again the fevered atmosphere of  
those bad old bygone days: We hear the  
tramp of Roman legions, we tremble as the  
victors clear the way for the last and  
wickedest of the Caesars!We are hurried along to the amphitheatre,  
rising tier on tier until there are seated  
60,000 spectators. We shudder as the lions  
enter the arena: We see the crowds of  
slaves and gladiators waiting to be "butchered  
to make a Roman holiday"; we can smell  
the blood among the sawdust.We behold the cruel tyrant at the height of  
his power—most feared and despised of men!  
We see Rome burning at his insane command.  
We Witness his downfall.Truly a marvellous picture—a veritable triumph  
of the Screen!

We are proud to be showing it at

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Neurasthenia, all kinds of fatigue and exhaustion,  
insomnia arising from psychico-nervous causes,  
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after-effects of tropical anaemia and one-sided diet  
etc.





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## KOWLOON RESIDENTS' ASSOCIATION. NEW HOSPITAL ARRANGEMENTS DISAPPOINTING.

GOVERNMENT ACCUSED OF BREACH OF FAITH.

KOWLOON DESIRES REPRESENTATION ON THE  
LEGISLATURE.

Special reference was made at the annual meeting of the Kowloon Residents' Association, held under the chairmanship of Mr. B. Wylie in St. Andrew's Church Hall, last night, to the correspondence between the Association and the Government concerning the new Kowloon Hospital.

THE CHAIRMAN'S ADDRESS.

The CHAIRMAN said: I think we can congratulate ourselves on having had a most successful year. We have had an increase in membership, our finances are in a sound condition, thanks to the increased subscription which the annual meeting sanctioned last year, and we have concerned ourselves with good result with many communal matters. As the report reveals, a wide variety of subjects has engaged your Committee's attention, and it has been clearly demonstrated that the usefulness of the Association tends to increase with the growth of Kowloon's population. There is still room for a much larger membership than we have at present, and it is to be hoped that the report now before you will have the effect of inducing those outside our ranks to join and, by their membership and support, strengthen the hands of your General Committee.

KOWLOON HOSPITAL—GOVERNMENT'S BREACH OF FAITH.

Before proposing the adoption of the report and accounts, there are one or two matters upon which I would like to say a few words. Those of you who have received the full report and correspondence will doubtless have noticed that in connection with the new Kowloon Hospital—the completion of which has been promised for August next—we recently addressed a series of questions to the Government regarding the conditions which will apply to that institution when ready for occupation. We asked, among other things, whether patients would be allowed to have their own doctors, what would be the extent of the accommodation and whether there would be a maternity ward. The answers to those questions were contained in a letter which we received less than a month ago, and I may say straight away that those answers are extremely disappointing. We are told that the hospital will be conducted on the same lines as other Government hospitals, that there will be accommodation for three first-class patients, eight second-class patients and 25 third-class patients, and that it is not considered necessary to provide a maternity ward at Kowloon because there is already one at Victoria Hospital.

Let me deal with these three most important points in the order in which I have named them. Ever since this Association has had anything to do with the hospital question it has been assumed that when such an institution had been completed patients would be able to have the attendance of their private medical practitioners. As you know, two local medical practitioners, Dr. Baleen and Strahan, who were then members of your Committee, undertook, in response to a Government invitation, to examine and report on various sites in Kowloon suitable for a hospital. Their recommendation regarding a site was adopted, but, in speaking on the disadvantages of one particular site, they explained:—

As far as European residents in Kowloon are concerned, a hospital five miles away offers little, if any, advantage over the hospitals in Hongkong. It is also a serious disadvantage to the patients to be so far away from their own doctors, for Kowloon residents are most anxious that their own doctors shall continue treatment while they are in hospital.

Now, gentlemen, we had no intimation from the Government that that statement was based on a wrong idea. In October of the same year, at a public meeting held in the Kowloon British School, the then President of your Association, Mr. B. L. Frost, remarked that he believed the provision would be made for six wards of beds to be reserved for private patients, who could have their own medical practitioners. The Government also allowed that statement to go uncontradicted, whilst in the following month there was a definite public statement by the then Colonial Secretary that it was the Government's intention to allow patients to have their own private doctors. On November 19th, 1920, during the debate in the Legislative Council on the Budget for 1921, the Hon. Mr. H. E. Pollock (now Sir Henry Pollock) expressed the hope that private practitioners would be given leave to treat their own patients in the new Kowloon Hospital. In the course of his reply to the debate on behalf of the Government, Mr. A. G. M. Fletcher omitted to make reference to this point but, at the close of his address he was reminded by Mr. Pollock of the omission. I will read you the exact words as I have taken them from the official Hansard report:—

The Hon. Mr. Pollock:—One point to which the Hon. Colonial Secretary did not refer was to the question of private practitioners being allowed to attend their own patients in the Kowloon Hospital.

The Hon. Colonial Secretary:—That is the intention of the Government. And so you see, gentlemen, that for over four years we have been led to believe that when this hospital is completed, Kowloon residents will be able to go to hospital and enjoy the continuance of treatment by their own doctors. When the Government tells us that the hospital will be conducted on the same lines as other Government hospitals it means the exclusion of general medical practitioners.

That means that the Government has not kept faith with Kowloon people. In 1920 it pledged itself to meet the wishes of Kowloon residents in this regard and we would now like to know the circumstances which have led to this change of front.

ACCOMMODATION MISERABLY INADEQUATE.

So far as the accommodation is concerned, we feel it is miserably inadequate regarding first and second class patients. We are fully aware that it is only the first portion which is being completed by August next and that extensions will be made from time to time, but surely the Government realises that the provision of these first-class and second-class beds is very much less than is at present necessary if all the paying hospital patients from Kowloon are to go to the new hospital.

The information that there is to be no maternity ward in the hospital is, I venture to claim, the greatest disappointment of all, more especially for our women-folk. To tell the women of Kowloon that they cannot have a maternity ward in the new hospital because there is one at Victoria Hospital on the Peak and because the ward would have to be a separate building with a separate staff is to deny them their rights to consideration as the mothers of our children. The birth of a child at night whilst the mother was crossing the harbour to hospital in Hongkong has not been an unknown happening and when this Association pressed for a hospital on this side of the harbour it had in mind the removal of at least one great disability from which the women of Kowloon have suffered far too long. I could say much more on this matter, but I think your imaginations—and, I hope, the imaginations of our Government officials—can fill in all the other considerations as to why a maternity ward in any new hospital for Kowloon should be an indispensable provision.

Taking this subject of the Kowloon Hospital as a whole, after many years of waiting and the expenditure of many thousands of dollars, what are we promised? I venture to state that keen disappointment has been felt by every Kowloon resident and I propose, a little later in this meeting, to move a resolution to be forwarded to the Government expressing the hope that a suitable revision be made in its proposals regarding the institution.

THE RENTS RESTRICTION ORDINANCE.

I would like to pass on to the very important question of housing, in connection with which it has recently been announced that a discussion will shortly take place in Council regarding the advisability of renewing the Rents Ordinance for a further term after its expiry in June next. It has been stated that the Government has a perfectly open mind on the matter. For my own part I do not think that much argument is needed to prove that some form of rent control is still an imperative necessity in the general interests of the Colony's residents. If the present Ordinance is allowed to lapse without the institution of some other form of rents protection, we shall undoubtedly witness a general all-round increase of rentals. It has been stated in newspaper correspondence that there are thousands of vacant flats to let in Kowloon. Even if that statement be true, I would like to ask whether the removal of the present Ordinance would fill them? The only effect, so far as one can see, of the removal of the present Ordinance would be to permit of a general increase in the rentals charged for pre-1921 properties and could not affect post-1921 properties for which extremely high rents are already being demanded. Has the Ordinance militated against the building of new houses? We all know that the answer is an emphatic "No." As an Association, we strongly urge that protection to tenants is still a vital necessity, and we look to the Government to continue to safeguard the interests of tenants in general.

KOWLOON'S NEED OF REPRESENTATION IN THE LEGISLATURE.

There is, gentlemen, one other subject upon which I should like to say a few words. I refer to the question of representation of Kowloon on the Legislature of this Colony. This raises an issue of extreme importance, and also, let it be admitted, one of considerable difficulty. I am sure that you will recognise, gentlemen, as I do, that there is, besides the European community, a very large Chinese population here on the mainland, whose interests deserve just as much consideration as do those of the non-Chinese element. Moreover, direct and specific representation of Kowloon on the Legislative body of the Colony would naturally involve some departure from precedent. Nevertheless, I cannot see that these are insuperable obstacles. It would be possible, without departing from the present nominative system, to evolve some scheme whereby both Chinese and European interests in this rapidly-developing peninsula would have far more direct voice than at present in the making of our laws and more especially in guiding municipal activities. I need hardly point out to you that one of the objects of this Association is to bring about such a change, and as may from time to time appear needful, approach the Government with a view to obtaining adequate representation of these districts on the Legislature. So far, gentlemen, no such representations have been made to the Government. We have—and I think quite rightly—deemed it wise to first of all place this Association on a

sound and useful basis. It is now precisely five years since the K.R.A. was inaugurated, and I think we can, without being in any way guilty of the sin of vanity, look back on a career of considerable utility, and point with some measure of pride to a record of beneficial achievement on behalf of the whole community. We have always endeavoured to work in the closest co-operation with the Government, and from the frequent expressions of thanks received from high quarters we can, I think, claim that our objective have been achieved. Its activities have been directed by men with a collective and intimate first-hand knowledge of the affairs of the peninsula—men who know Kowloon's needs because they come in daily contact with its life. We fully appreciate, the sympathetic manner in which the Unofficial Members of Council have, in the past, championed our cause, but we do not think that there can be any adequate substitute for Kowloon men to represent Kowloon needs. The remarkable development of the mainland which we have witnessed in recent years, and which is still continuing, makes it imperative that more time and attention should be given to the peculiar problems of the peninsula, and we want to feel that the Government has access to well-informed, first-hand advice in dealing therewith. We gladly recognise and fully appreciate the fact that in several matters of high importance to the welfare of Kowloon, the Government has been at pains to consult those who might be presumed to be capable of offering useful advice, but we think the time is coming, if it has not already arrived, when more adequate means should be available for the representation and safeguarding of the interests of all communities on this side of the harbour. The question of the precise method by which such an end might be reached need not be discussed in detail at the moment. Without in any way throwing the Constitution of the Colony into the melting-pot it ought to be possible, perhaps, by tacit understanding, that when His Excellency nominates Unofficial Members of the Legislative Council, at least one of these should be a Kowloon man. That, we consider, is not an unreasonable proposal, and the benefit of such an arrangement would, we feel sure, be felt as much by the Government as by the people concerned. With that germ of an idea, we can, I think, gentlemen, leave this highly-important and growingly urgent matter.

There are several other matters upon which I could touch, but I think the report in your hands deals fully with the work of the past year and that you can safely leave current and future questions to the care and consideration of the incoming Committee. I now beg to propose the adoption of the report and accounts, as presented, and should be glad if someone will kindly second that proposal.

NEED FOR MATERNITY WARD.

Mr. W. S. BAILEY, in seconding the report said: Mr. Chairman and Gentlemen,—In rising to second the adoption of the Report and Accounts, I heartily join in congratulation upon the excellent results of the work of the Association during the year and upon our improved financial position.

To achieve these results your Committee have worked very hard, dealing with traffic, lighting, communications, ferry service, children's playground and many other matters, all for the improvement of Kowloon and for the betterment of its homes and its residents, and, surely, gentlemen, every resident, not already a member, should now join the Association to take his or her part in its work, and not stand idly by withholding their support from the men who so freely give their time and best efforts in the interests of all.

The accommodation, especially for first and second class patients, in the new Kowloon Hospital appears most inadequate, while in this populous and quickly growing Kowloon a hospital without a maternity ward is unthinkable. Without such a ward maternity cases, with all their suffering and risk to the lives of our wives and children must be exposed to the discomfort and serious loss in time of a journey to Hongkong, occupying at least one hour, instead of to our own hospital in 15 minutes, and if, as during typhoon weather, the ferry service to Hongkong be stopped and possibly no doctor readily obtainable in Kowloon, we may readily imagine the possible consequences.

The hospital, in my opinion, is not complete nor adequate to the needs of Kowloon without a maternity ward, and this too of the very best and most efficient type and staff.

The Government have always been ready to meet our just and reasonable requirements and will, I am sure, meet us sympathetically in this matter when we can put forward the necessary facts and figures for a business like grasp and view of the matter. We must remember that in the present chaotic state of China, and the rapid expansion of the Colony, our Government have their hands full and cannot be expected so fully to realise our needs as we ourselves do.

The number of maternity and other hospital cases in Kowloon for the past year may be obtained, and with a reasonable allowance added for future increase of population, we could put forward a case which could be readily dealt with by Government in a business like way. I must say, gentlemen, I feel very strongly indeed on this question of the maternity ward. I also endorse, and in the strongest manner, the statement just made us regarding Housing and Rents Control.

HOUSING IN KOWLOON.

Houses are almost unobtainable and their fittings and workmanship usually cheap and inferior. Tenants have no redress but themselves to pay for repairs and renewals, as being unable to obtain other houses, they are helpless under their landlords. The removal of Rents Control would certainly result in a heavy increase of already excessive rents, and with the result that men could not live here and keep their wives and families on their present salaries. In this statement, I include the manual workers whose houses are in many cases no credit to the Colony and their rents already excessive.

Some years ago Government lent money to landlords at 5 per cent. to buy land and build houses, the landlords, I understand, being allowed to charge 8 per cent. upon that money. I must point out that the money so lent to the landlords was money made by the workers of the Colony. By workers, I mean all those who, by hand or brain, down to the humblest coolie, contribute to the trade, industries, and taxes of this Colony, and it is not right that landlords, who build houses, and such houses at a profit to themselves, should now be allowed, after several years depreciation of the houses, to increase the rents of the people from whom the money was derived. Moreover, repeal of the Rents Ordinance would very adversely affect Chinese shopkeepers in the Kowloon Peninsula, not only making it difficult for them to obtain a living, but also increasing the cost of the necessities of life to the people of every race. If wages and salaries be increased to meet the cost to employees of a rise in rent the trade and industries of the Colony must fall off and its revenue decline as the Colony can no longer hold its own in competition with other ports. That is the position.

This question of Rents Control will no doubt be closely examined, and I am confident that the more closely it is examined, the greater will be seen the necessity for its continuance. Its removal at present would, I consider, be disastrous.

I now beg to second the adoption of the report and accounts as presented. The report was unanimously adopted.

RECORD OF DISAPPOINTMENT.

The CHAIRMAN then said: Gentlemen, as I indicated in my remarks just now, I think the question of the conditions to govern the new Kowloon Hospital is so important that this publicly convened meeting of Kowloon residents should send a strong expression of opinion to the Government. I, therefore, beg to move:—

"That the residents of Kowloon, assembled at the annual meeting of the Kowloon Residents' Association, wish to record their sense of keen disappointment at the Government's proposals regarding the regulations to govern the operation of the new Kowloon Hospital and desire to press for the following conditions:—

(1) That general medical practitioners be allowed to attend patients at the hospital in accordance with the Government's earlier promise;—

(2) That more accommodation be provided for first and second class patients;—

(3) That the provision of accommodation and staff for the admission of maternity cases is considered imperative and that steps be taken to provide for the admission of such cases immediately upon the opening of the institution; and

(4) That it be an instruction to the incoming General Committee to forward these resolutions to the Government and to press for their fulfilment."

Mr. R. PACHMAN seconded, and the resolution was passed unanimously.

ELECTION OF OFFICIALS.

The CHAIRMAN then proposed that Mr. W. S. Bailey be appointed President. Mr. W. J. Stokes seconded, and the proposal was carried unanimously.

Other officials were appointed as follows: Vice-President, Mr. L. E. Lamont; Hon. Treasurer, Mr. A. J. J. Martin; Hon. Secretary, Mr. D. A. Goodwin, and the following General Committee: The Rev. G. R. Lindsay, Father Spada, Rev. J. H. Johnson, Capt. T. T. Lawrenson, and Messrs. B. Wylie, A. Morley, W. Forsyth, J. E. Anderson, J. M. Alves, T. E. Arnot, A. V. Toft, S. L. Hadden, C. F. Menham, A. G. Ogilvie, L. Jack, and W. Hyde.

The CHAIRMAN thanked the Committee who, he said, had worked so hard under him in the past year. They had a large Committee with office bearers—and they had had a high attendance at the monthly meetings during the year, the average being 15.

Several questions in reference to housing at Kowloon were then raised by members.

Mr. PURVES said that recently he visited some new house in Kowloon and was astounded at their condition. How the Building Authority allowed such buildings to be put up was beyond his understanding. In one room you'd get God's daylight, but in another you'd not even get God's fresh air. He thought the attention of the Government ought to be drawn to this matter.

Mr. VINT said that several blocks of flats such as Mr. Purves had mentioned were not suitable for Europeans. It would seem they were built for the Chinese population. He knew that the buildings were private firms, but surely the Government could do something in the matter. All the buildings going up seemed to be more suitable for Chinese than anyone else.

Mr. CORRY said the reason why they had no European houses fit to live in was that the Public Health and Building Ordinance was designed in 1903 to meet Chinese houses and nothing more.

SUBSCRIPTIONS.

Mr. MARTIN referred to the rules and said no clause provided for dealing with members in arrears of subscription. Most Associations had a rule which gave the Committee power to deal with such members. When a member did not pay his subscription for two years it meant that he had lost interest—then it was far better that they (the Association) should have nothing to do with him, and he nothing to do with the Association.

He, therefore, proposed that a special rule, to be numbered 14a, should be inserted, and worded as follows:—

If the subscription of any member shall remain unpaid for two consecutive years, then the General Committee shall have power to delete his name from the list of general members.

Mr. STOKES seconded, and the proposal was carried unanimously. Mr. WYLIE then expressed the thanks of the Association to the St. Andrew's Church Vestry for the use of the hall, and this brought the proceedings to a close.



### \$20,000 JUDGMENT. COMPRADORE'S SUCCESSFUL CLAIM.

Judgment for \$20,000 was given against Messrs. Henri Krebs & Co. and Henri Krebs, in an *ex parte* action heard by the Chief Justice (Sir Henry Gollan) in the Supreme Court, yesterday. Kwok Ping, until midsummer last year compradore to the Company, was the plaintiff.

Mr. Eldon Potter, K.C., who appeared for plaintiff, outlining the case, said that under a compradore agreement he paid \$20,000, \$5,000 of which was subsequently refunded. He left the employ of the Company and considered as his property any balance after claims had been settled. The firm's reply was that they anticipated substantial claims against plaintiff, but had never given any particulars, and no claim had been made against plaintiff. Plaintiff claimed he was entitled to all the monies which on June 27th, were held by the Bank of Canton to secure credits opened by the Bank for defendant firm.

Formal evidence was given by Kwok Ping, and his Lordship gave judgment for \$20,000 and costs.

### ALLEGED LIBEL.

#### \$1,000 CLAIM AGAINST RICE SHOP COMPANY.

In the Summary Court yesterday afternoon, before the Puisse Judge (Mr. Justice Gompertz) Ip Shou Man, trading as the Lee Cheong firm, of Kowloon, sued the Lee Yuen Rice Shop and Sun Cheuk Chow, managing partner, of No. 10, Centre Street, Hongkong, for libel in respect of a letter written by defendants and published by them to the Hongkong (Chinese) Rice Association, No. 13, Des Voeux Road West. The claim was for \$1,000.

Mr. N. L. Brewer appeared for plaintiff, and Mr. Leo d'Almeida for defendants.

Plaintiff, giving evidence, said he owed money to defendant and defendant's firm owed money to him. These were recognized as cross deals, and a balance was to be struck. The firm, however, left the shop, and defendant repudiated the debt. Knowing his claim could not succeed without the firm, he paid all he had over to defendant, namely \$20, leaving a balance of \$35.78. Defendant gave him a receipt for the money, in which it was stated the balance had to be paid within three days.

However, on the same day he paid the \$20 a letter was written by the defendant to the Rice Association concerning him, and the result was that the Association issued a circular to their Guild members. He, himself, was not a member of the Association. Since this circular was issued, and posted up, he had been able to do no business. He estimated his business losses at \$10 a day. It was 45 days since he issued the writ.

Mr. Leo d'Almeida submitted there was no case to answer and that the letter defendant sent to the Association was a privileged communication.

His Lordship adjourned the case until this morning.

### TRESPASS CLAIM FAILS.

#### QUESTION OF TRANSFER OF TENANCY.

A claim of \$100 damages for trespass by Ming Chim, of No. 11, Wu Nam Road, Aberdeen, against Wing Shing, of the same address, was heard before Mr. Justice Gompertz, in the Summary Court, yesterday morning.

Plaintiff was represented by Mr. C. A. S. Russ, and defendant by Mr. M. M. Watson.

Mr. Russ said that plaintiff took over the premises in May, 1921, at a rental of \$24 per month, and later defendant rented part of the shop. Plaintiff was taken ill, and had to go into the country, and he asked defendant to pay the rent while he was away. Advantage was taken of this arrangement by defendant, who sought to have the tenancy transferred to his name.

His Lordship said plaintiff could not hope to succeed in his claim for trespass. He would give judgment for defendant with costs.

### LOCAL SPORT.

#### HOCKEY.

#### H.K.H.O. v. NAVY.

The following will represent the Club in their second match of the Sim Shield Triangular Tournament against the Navy at 5 p.m. at the U.S.R.C. on Wednesday, the 11th inst.:—P. W. F. Mills, A. A. Dand, A. S. Hett, Rev. E. W. L. Martin, E. J. R. Mitchell (capt.), L. P. Ralph, G. B. More, W. J. Woodward, G. J. Jones, E. L. Sim, and B. D. Evans.

### MEMESIS.

A young but cunning Chinese crook has early on been brought to book. He took poor hawkers' licence-fee, but kept these dues from the police. His latest feat has been to snatch a simple Indian's silver watch, besides two dainty Mah-jong sets, for which a Chinese owner frets. These last were not conducted with impunity for Mr. Smith sent the engaging youth away for six weeks' prison yesterday.

### MANSLAUGHTER CHARGE.

#### MOTOR DRIVER COMMITTED FOR TRIAL.

The defence to the charge of manslaughter brought against the driver of a public motor-car, which collided with a ricksha near the Tai Ping Theatre, Des Voeux Road, at 1.30 a.m. on January 11th, smashing it and injuring the ricksha coolie, who died on the same evening in the Government Civil Hospital from a fracture at the base of the skull, was concluded before Mr. N. L. Smith at the Central Magistracy yesterday.

As reported in the *Daily Press* last Thursday, it is alleged that the defendant's car, when near the theatre, overtook and passed a taxi and afterwards swerved and skidded, colliding with the ricksha, which came from the opposite direction.

When defendant gave evidence on his own behalf, he said after passing the taxi, he saw a man step off the pavement and walk along the road near the tram lines with his head down. The pedestrian took no notice of the defendant's sounding of the horn, and to avoid knocking him down, witness had to turn his car out to one side of a lamp-post. It was after doing this that he saw the ricksha for the first time. He immediately applied his brakes, but the car skidded on the slippery road and swerved into the ricksha. At the time of the accident his car was travelling about 14 miles an hour and the road was clear. If he had not turned his car out he would have had to strike the pedestrian. He claimed that it was a pure accident.

Other witnesses corroborated defendant's evidence and for the defence, Mr. G. K. Hall Brutton said His Worship had to be satisfied that the evidence was conclusive before he could commit the defendant for trial. He submitted that the Crown had failed to prove their case to the extent that was required in a charge of manslaughter, and contended that no jury would convict on the evidence that had been given. To commit on this charge, it was necessary to find that defendant had behaved absolutely recklessly and with utter disregard for human life. This was not so, for defendant avoided one accident, literally seemed to have run into another, which he also did his best to avoid by applying his brakes. Mistaken judgment was not sufficient to commit or convict a man for manslaughter. Before this could be done he had to be found guilty of gross negligence and a total disregard for the safety of human life. The defendant, he maintained, was certainly not guilty of gross negligence nor did he disregard the safety of the public, in fact he did his best to avoid two accidents. The onus was on the Crown to prove culpable or gross negligence against the defendant, and if that was not proved the defendant was entitled to an acquittal. There was no evidence offered by the prosecution to show that defendant had been guilty of such conduct or had behaved recklessly. Defendant was committed for trial at the Criminal Sessions.

### SEWING MACHINES CASE.

#### SECOND DEFENDANT DISCHARGED.

The case in connection with seven sewing machines which were stolen in Hongkong—four being later recovered from Canton—came before Mr. J. R. Wood at the Central Magistracy yesterday. As reported in the *Daily Press* on Saturday, one of the two Chinese charged in connection with the theft was on Friday committed for trial at the Criminal Sessions, while the other defendant was remanded on bail in \$750. Yesterday Mr. Wood gave his decision with regard to this man, whom he had remanded for the purpose of considering whether there was sufficient evidence against him or not in Hongkong, as regarded the actual theft from the factory at Causeway Bay, to warrant committing him for trial, either on a charge of being concerned with the theft, or of receiving stolen goods.

The brief facts of the case were that these four machines were stolen from the Wai San Knitting factory on the night of the 15th or during the early hours of the 16th, and were next seen in Canton on the 17th. The first defendant accompanied by the second man, went to Canton, where his companion disposed of them, receiving a commission on the sale of each machine from the first defendant.

The Chinese committed for trial claims that he did not commit the actual theft, but waited outside the factory and received the machines from another Chinese, who lowered them to him by a rope, and that he immediately took them to the Canton steamer. He alleges that he arranged with this Chinese to find a purchaser for them.

The story of the remanded defendant, a machine repaired, was that the other defendant approached him, asked him to act as broker and find a customer for some sewing machines. He agreed to accompany this man to Canton, which he did and disposed of the machines for an agreed commission on the sale.

From the evidence it appeared that he did not participate in the actual theft, or see the machines at all until after he and his companion arrived at Canton. He said he did not know the machines had been stolen and made no inquiry as to how they came into the possession of the other defendant.

Mr. Brooks, who prosecuted, submitted that there was sufficient evidence against the second defendant, if not to warrant a charge of receiving, being brought against him, to warrant a charge of aiding and abetting in the theft. Mr. Wood held that there was abundant evidence against this defendant for a conviction in Canton, but there was no evidence that he saw or received the machines, or knew they had been stolen, while in Hongkong. In his opinion there was not sufficient evidence here to commit him for trial, and he accordingly discharged the prisoner.

### WARFARE IN TWO KWANGS.

#### [FROM OUR CHINESE CORRESPONDENT.]

The provinces of Kwangtung and Kwangsi are now regions of petty guerilla warfare, with Wuchow in Kwangsi and Canton in Kwangtung as bones of contention. Foreign interests in Wuchow are being watched by eight gunboats representing Great Britain, France and the United States. Military stations at Kowchow, on the West River, the chief channel of traffic connecting Wuchow and Hongkong, have warned vessels, foreign and native, against passage after eight o'clock in the evening, some military posts even prohibiting arrival at West River ports after seven. In Canton, business on any large scale is being held up pending the outcome of this politico-military struggle. With trains irregularly running and shipping along the principal rivers interrupted, Canton merchants are instructing their agencies abroad to stop consignments until further notice. General Shen Hung Ying, nominally commander-in-chief of Kwangsi, a province which he has never been able to control actually, is trying to exercise his authority over Wuchow, a port within the province of Kwangsi but outside Shen Hung Ying's actual command. Generals Li Chung Yan and Wong Shao Hung, commissioners for the tranquillization of that port by mandate of Dr. Sun Yat Sen, who also appointed General Shen Hung Ying commander-in-chief, are denying approach of any authority civil or military from outside and holding Wuchow as their exclusive sphere of interest and control. Fighting between the Shen and the Li-Wong factions has been in progress since the 1st of February with frequent changes of fortune. The Cantonese Army, it is understood, is siding with Generals Li and Wong, while the Kwangsi-ites in Canton, commanded by General Liu Chen Huan, are trying to dislodge General Shen. It is possible that the Cantonese and the Kwangsi-ites in Canton may come into conflict.

It is accepted in anti-Bolshevik circles that unless some of the Red forces can be induced to leave Canton for the eastern "front," General Chen Chung Ming's forces will have a difficult time getting in. The hesitation of the "Reds" to march further eastward after retaking Shantung along the Canton-Kowloon Railroad appears to be a disappointment to the headquarters of General Chen Chung Ming. Meanwhile, the "anti-Bolsheviks" are trying to reach Canton by way of the north and the south. The recent movement of the "Reds" along the Canton-Hankow Railway, along the North River in Kwangtung was to counter-act the plan of the anti-Bolsheviks.

Reports from both sides claim "victories" and admit no defeat.

### "BOOKS" FOR THE RACES.

#### PORTUGUESE BACCHANALIAN FINED \$5.

When charged before Mr. N. L. Smith at the Central Magistracy yesterday, with being drunk and incapable, Eduardo Augusto da Silva, took considerable trouble to explain that he was needed for the races.

He made a long statement, in which he frequently interjected the words "I hope, sir, your lordship, you will excuse me this time." He went on to say that there was very little time between now and the Races, and as he was interested in these, it would be nothing short of a calamity to send him to prison in the interim. In answer to a question, he replied that he was selling "books" for the Jockey Club.

Mr. Smith: Oh, are you a bookmaker? Defendant reiterated his statement that he was selling "books" for the Races.

At length it appeared that defendant was selling sweep tickets.

Defendant: I sell books for the Races every year.

Mr. Smith: Is that all you do?

Defendant: Not all. I go to the Gymkhana too. I have been doing this for six years.

He admitted that this was all that he did in the way of work.

Inspector Spear reported that da Silva had been a great nuisance to the police. He had been given many chances and only three nights ago he was let off after being found helplessly drunk and incapable in the street. A constable found him in the same condition in Queen's Road.

Defendant was fined \$5, but stated that he could not pay the money.

### THE STAR THEATRE.

#### WISH WYNNE AND COMPANY TO-MORROW NIGHT.

To-morrow night Miss Wish Wynne and her clever company will open a short season at the Star Theatre, Kowloon.

Mr. E. V. Lucas, in his "Persons of Quality," in "Loiterer's Harvest," says:

"Many a fine artist has had to forget self and impersonate another before acquiring power, and Wish Wynne is among them. Directly she assumes the guise of a down-trodden London girl the character is as clear and firm as an etching. There are her special forte, little London girls with a knowledge of life and a capacity for enjoyment, whose destiny it is to be misunderstood and put upon. It is a common type, and Miss Wynne makes it extraordinarily real. You remember her half-tones long after the strident notes of the evening are happily lost."

Each of the other members of the supporting company provide entertainment of a very high class order.

### CANTON NEWS.

#### [FROM OUR CHINESE CORRESPONDENT.]

#### THE MILITARY HEADQUARTERS AT SHIUKWAN.

A Pacific News Agency report states the Expeditionary Army, which still has its headquarters at Shiukwan, will be abolished and thus, some \$600,000 will be saved monthly. The object of the Northern Expeditionary Army of Dr. Sun Yat Sen was originally to attack the forces of the Yangtze Valley who were then siding with Generals Wu Pei Fu and Chieh Shi Yuan against the Kengtien Army of Marshal Chang Tso Lin. Before Dr. Sun's forces had made any headway, however, Marshal Chang's Kengtien forces with the aid of the coup d'état of General Feng Xu Hsiang succeeded in taking Peking.

#### REPLENISHING WAR CHEST.

The Magistrate of Heungshan, Dr. Sun Yat Sen's own district, was ordered the other day by the Canton Civil Governor to raise a war contribution of \$30,000. All he had to do was to summon to him the president of the Chamber of Commerce of Heungshan who was given instructions to ask each pawnshop in the district to take \$300 worth of military bonds; the electric company, \$1,000; the leading arms in Heungshan, \$500 each; the leading factories, \$300 each. In this way, \$30,000 were raised in a short time, the magistrate giving the Chamber but five days to complete the job.

#### A SILK TESTING BUREAU.

The first silk testing and improvement bureau outside Canton will be established at Shuntak, the leading producing district in Kwangtung Province. The promoters, Mr. Lau Yuk Ting and Mr. Chan Leung Kwong, Chinese merchants of Hongkong interested in the silk trade, have assured the Shuntak people of outside support. Canton silk has seven crops annually, producing about 9,000 bales in each crop.

#### MONKEY MEAT.

One Mr. Chan Shin Ching has written to the Canton Press and the Municipal Department of Public Health of Canton City, asking the authorities to prohibit the slaughter of monkeys and the sale of their flesh for food. The writer strongly condemns its display on meat stalls in the market, considering that it looks "much like a human corpse."

#### TAX ON CEMENT.

Both the cement importers and building contractors are protesting against the levy of 50 cents war tax on each bag and 90 cents on each cask of cement imported into Canton, on the ground that when they accepted orders and made agreements in the last few months importers and builders calculated on having to pay only the Customs duty.

#### TAX ON KEROSENE.

In addition to double-tax on cement, contrary to the spirit of Chinese-foreign trade treaties, the Canton authorities are also levying a 20 cents stamp revenue on every can of kerosene oil when put on the market. The tax is being collected as an inspection fee for public safety so as to avert foreign protest.

#### THE BANNERMEN'S GRIEVANCES.

The Manchurian Bannermen in Canton, whose forefathers helped the Ching Dynasty to conquer Canton for the Manchus several centuries ago and who have enjoyed imperial grants of land until quite recently were served with notice on February 6th that they must surrender their lands and homes, unless they comply with the recent order to pay \$35 a cang, 100 Chinese square feet, on land they wish to retain.

#### RICKSHA COOLIES' GRIEVANCES.

All ricksha coolies in Canton left their vehicles for an hour about noon on Saturday in order to attend a meeting in the Labour Division Headquarters of the Kowloon. Nearly 2,000 coolies attended, making this, it is believed, the largest gathering of coolies of the same class ever seen in Canton. The coolies are demanding that the Army shall cease to commandeer rickshas for local transportation without fees, and also cease pressing them into involuntary servitude. They also desired to petition the authorities to exempt them from the daily 20-cent war tax, claiming that, when they last year raised their fares one-third in order to contribute the additional collections to the support of the militarists, they considered that they were doing all they could without seriously interfering with their business. Formerly the charge for every unit of fare was three cents, later on four cents, and now it will have to be five cents, making two units or ten cents as the minimum fare a customer has to pay, unless the additional 20-cent daily war tax is removed.

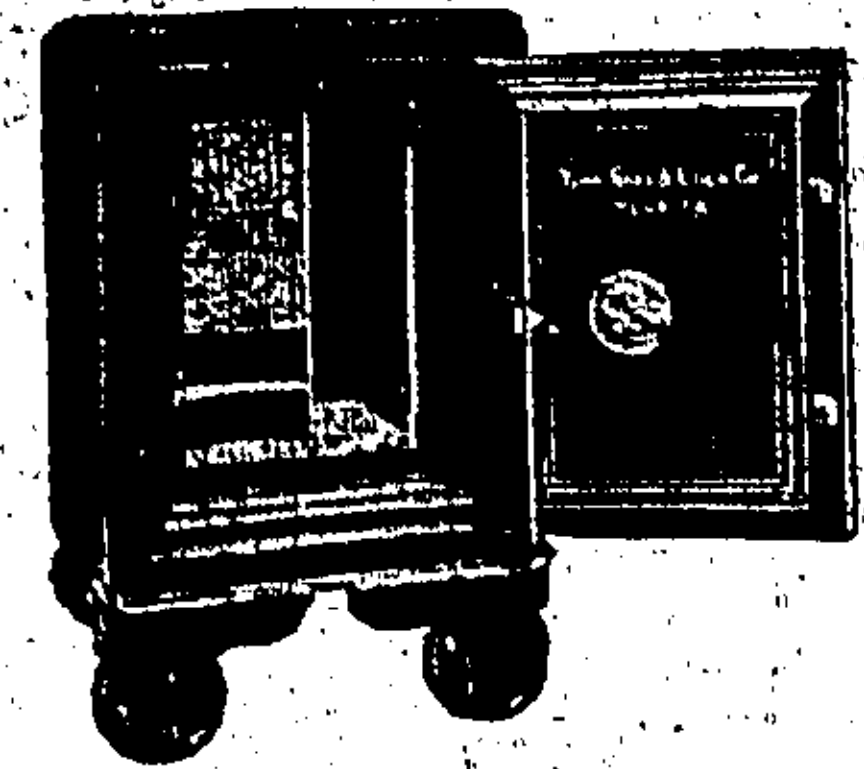
In the last few days several hundreds of the 1,000 Cantonese coolies pressed by the military into service were ricksha coolies, who could least afford to remain away from the streets. There are now some 5,000 rickshas in Canton owned by several firms each letting them out at 30 cents daily. A ricksha coolie's average daily earnings amount to about \$1.50, some 60 cents of which is war tax.

#### LEVY ON HARBOUR CRAFT.

The craft in Canton Harbour, numbering over 13,000 have this month been required to pay a war contribution of \$5 to \$60 each. The contributions have to be paid at once, or a fine of five times the amount, a junk or a sampan has to be sold. A sailing junk exceeding 40 feet long is subjected to a levy of \$50; a tow-boat, \$20; a steam launch, \$20. The schedule is a long one, and includes all kinds of craft. House-boats accommodating sing-song girls have to pay from \$15 to \$30, according to size.

# YORK SAFES

A Sure Protection, Safety, Utility  
and Beauty Combined.



Outside Combination Lock and Inside Extra  
Fire Resisting Door with Key Lock.

Stocked in All Sizes.

## LANE, CRAWFORD, LTD.

PHONE 4587.

## GREEN ISLAND CEMENT CO., LTD.

# Best Portland Cement

## SHEWAN, TOMES & CO.

GENERAL MANAGERS,  
HONGKONG.

## "THE YEOMEN OF THE GUARD"

### RECORDS

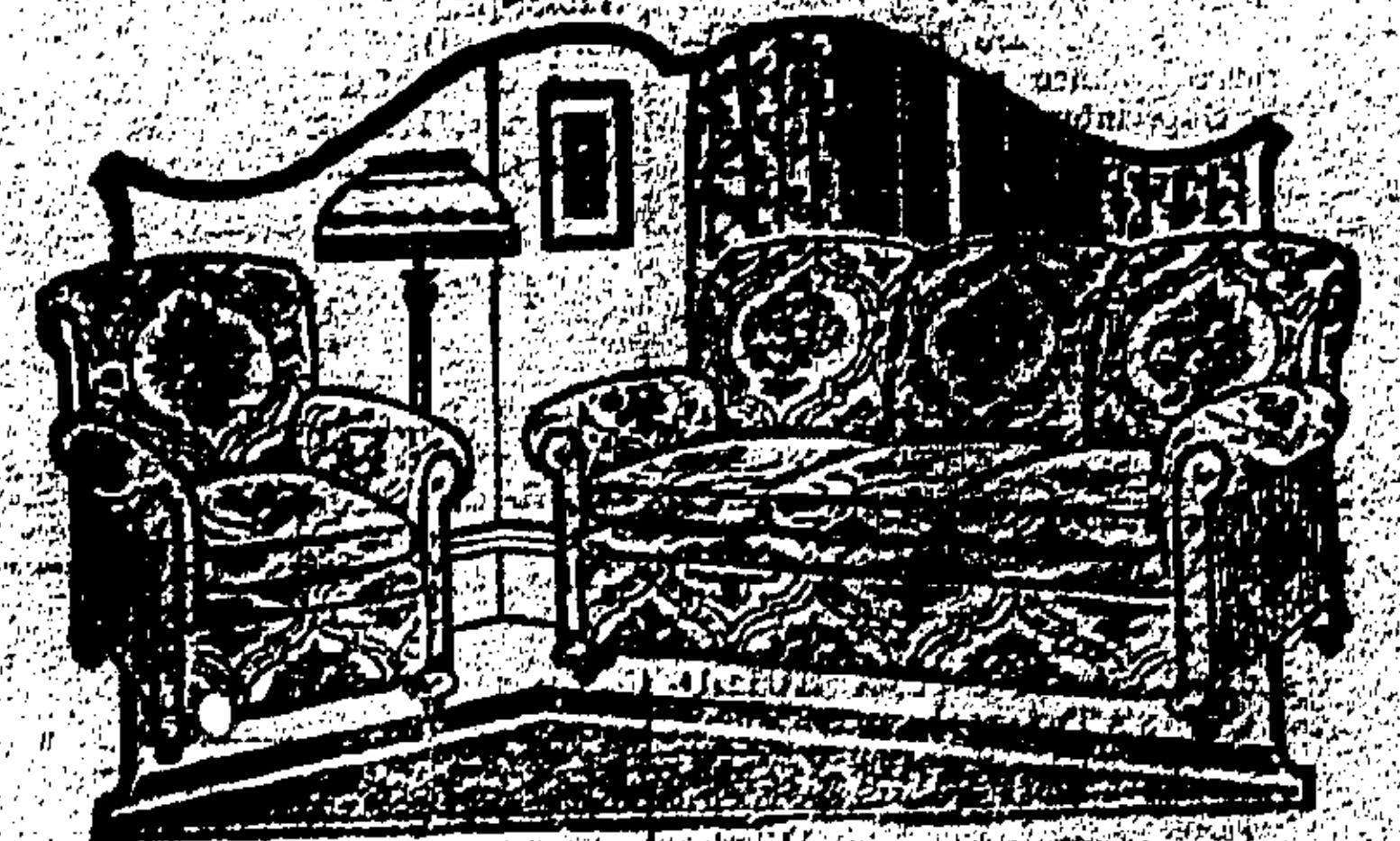
- I HAVE A BOSS TO SING, O.
- LIEE A GHOST HIS VIGIL KEEPING.
- STRANGE ADVENTURE
- WHEN A WOOLER GOES A-WOOLING
- IS LIFE A BOON
- FREE FROM HIS FBETTERS
- SELECTION

PART I—

## ANDERSON'S.

# Powell

12, Des Voeux Road.



## UPHOLSTERED SUITES

Best materials and skilled workmanship ensured.  
COMFORT & DURABILITY



## NEW ADVERTISEMENTS

HONGKONG TRAMWAYS, LIMITED.  
(INCORPORATED IN HONGKONG.)

NOTICE IS HEREBY GIVEN that the ORDINARY YEARLY GENERAL MEETING OF HONGKONG TRAMWAYS LIMITED, will be held at the Offices of Messrs. JARDINE, MATHESON and COMPANY LIMITED, on FRIDAY, the 27th DAY OF FEBRUARY, 1925, at 12 o'clock noon, to Transact the Ordinary Business of the Company.

AND NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING OF HONGKONG TRAMWAYS LIMITED, will be held at the Offices of Messrs. JARDINE, MATHESON and COMPANY LIMITED, on FRIDAY, the 27th DAY OF FEBRUARY, 1925, at 12.15 o'clock in the afternoon, when the SUBJOINED RESOLUTIONS WILL BE PROPOSED as Ordinary Resolutions—

(1) That the authorized Capital of the Company (which is now \$1,825,000) consisting of 325,000 shares of the Nominal Value of \$5 each of which the whole have been issued) be increased to \$3,250,000 by the creation of 325,000 Additional Shares of the Nominal Value of \$5 each ranking for dividend and in all other respects pari passu with the Shares constituting the Company's present issued Capital.

(2) That it is desirable to capitalize the Sum of \$1,825,000 being part of the Undivided Profits of the Company standing to the credit of the Company's Reserve Fund and accordingly such capitalization in pursuance of Article 128 of the Company's Articles of Association a bonus of \$5 per share on the issued shares of the Company be and the same is hereby declared and that the Directors be and they are hereby authorized to actively such bonus by the distribution amongst the persons who are registered as holders of the present issue of Shares of the Company on the 27th day of February, 1925, of One of the newly issued Shares of the Company credited as fully paid up in respect of every One existing share of the Company held by such persons as aforesaid and that such newly issued shares rank for dividend and in all other respects pari passu with the shares already issued.

Dated the 10th day of February, 1925.  
W. F. SIMMONS,  
Secretary.

Russell Street, Hongkong. [1853]

## HONGKONG TRAMWAYS, LTD.

NOTICE IS HEREBY GIVEN that the REGISTER OF MEMBERS OF HONGKONG TRAMWAYS LIMITED, will be CLOSED from SATURDAY, 14th FEBRUARY, to FRIDAY, 27th FEBRUARY, 1925, both days inclusive.

By Order of the Board,  
W. F. SIMMONS,  
Secretary.

Hongkong 4th February, 1925. [1819]

NOTICE TO CONSIGNEES.  
AMERICAN AND ORIENTAL  
LINE.

FROM NEW YORK.

THE Motor Vessel "CEDAR BANK" having arrived, Consignees of Cargo by her are informed that all Goods are being landed at their risk into the Godowns and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 16th February, 1925, will be subject to Rent.

All Claims against the Steamer must be presented to the Underwriter on or before 23rd February, 1925, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on Monday, 16th instant, at 10.00 a.m. No Fire Insurance will be counter-signed by THE BANK LINE, LTD., General Agents.

Hongkong, 9th February, 1925. [1854]

## PRINCE LINE FAR EAST SERVICE.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship "GAELIC PRINCE" having arrived from the above Port on 8th instant, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on Monday, 16th instant, at 10.00 a.m. All Claims must be presented within 15 days of the Steamer's arrival, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th instant, will be subject to Rent.

Consignees of Cargo are hereby notified that they must produce an Import permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading can be counter-signed.

No Fire Insurance has been effected. Bills of Lading will be counter-signed by "FURNESS (FAR EAST) LTD., 2nd Floor, King's Building, Connaught Road, Hongkong. Telephone No. 3163.

Hongkong, 9th February, 1925. [1851]

## NOTICE OF REMOVAL.

WE HAVE THIS DAY REMOVED to Ground Floor of CHINA BUILDING (Facing Queen's Theatre).

C. E. WAREEN & CO., LTD.  
Sanitary Engineers.

Hongkong, 1st February, 1925. [1798]

## NOTICE.

THE Interest and Responsibility of Mr. WILLIAM LAUGHTON LEASK in our Firm Ceased on the 1st DAY OF JANUARY.

LEIGH & ORANGE.

Hongkong, 7th February, 1925. [1839]

## INTIMATIONS

## NOTICE.

NOTICE IS HEREBY GIVEN that owing to increasing ill health, Mr. H. PERCY SMITH has retired from the Firm of PERCY SMITH, SETH & FLEMING as from the 31st DAY OF JANUARY, 1925.

The Business will be carried on as heretofore under the same Firm Name.  
PERCY SMITH, SETH & FLEMING.  
Hongkong, 9th February, 1925. [1845]

## NOTICE.

NOTICE IS HEREBY GIVEN that Mr. LAM CHAN WAI has relinquished his Position as Chief Secretary of THE SINCERE COMPANY, LIMITED, and any Acts by him are for his Own Account, for which This Company will not be Responsible.

THE SINCERE CO., LTD.  
[1840]

HONGKONG AND SHANGHAI  
BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the ORDINARY YEARLY MEETING of the Shareholders in this Corporation will be held at the OTT HALL, Hongkong, on SATURDAY, the 21st FEBRUARY, 1925, at 11.30 a.m., for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts for the year ending 31st December, 1924.

The REGISTER OF SHARES of the Corporation will be CLOSED from MONDAY, the 9th February, to SATURDAY, the 21st FEBRUARY, 1925 (both days inclusive), during which Period No Transfer of Shares can be registered.

By Order of the Court of Directors,  
A. H. BARLOW,  
Chief Manager.

Hongkong, 2nd February, 1925. [1802]

THE HONGKONG ROPE MANU-  
FACTURING CO., LTD.

THE FORTY-FIRST ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the above Company will be held at St. George's Building, Chater Road, Victoria, on THURSDAY, the 26th FEBRUARY, 1925, at 11 o'clock a.m., for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1924, and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from MONDAY, the 16th FEBRUARY, 1925, until THURSDAY, 26th FEBRUARY, 1925, both days inclusive.

SHEWAN, TOMES & CO.,  
General Managers.

Hongkong, 7th February, 1925. [1847]

THE BANK OF EAST ASIA,  
LIMITED.

NOTICE IS HEREBY GIVEN that the SIXTH ORDINARY YEARLY MEETING OF SHAREHOLDERS in this Company will be held at the Registered Office of the Company, No. 10, Des Voeux Road Central, at 3.00 p.m., on SATURDAY, the 14th FEBRUARY, 1925, for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December, 1924.

The TRANSFER BOOKS of the Company will be CLOSED from SATURDAY, 7th FEBRUARY, to SATURDAY, 14th FEBRUARY, 1925 (both days inclusive), during which Period No Transfer of Shares can be registered.

By Order of the Board of Directors,  
KAN TONG PO,  
Chief Manager.

Hongkong, 31st January, 1925. [1793]

THE HONGKONG LAND INVEST-  
MENT AND AGENCY CO.,  
LIMITED.

NOTICE IS HEREBY GIVEN that the THIRTY SEVENTH ORDINARY GENERAL MEETING OF SHAREHOLDERS in this Company will be held at the Offices of Messrs. JARDINE, MATHESON & CO., LTD., on TUESDAY, 10th FEBRUARY, 1925, at 11.00 a.m., for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December, 1924.

The REGISTER OF SHARES of the Company will be CLOSED from FRIDAY, 23rd JANUARY to TUESDAY, 10th FEBRUARY, both days inclusive, during which period no transfer of shares can be registered.

By Order of the Board of Directors,  
L. S. GREENHILL,  
Secretary.

Hongkong, 19th January, 1925. [1809]

HONGKONG HORTICULTURAL  
SOCIETY.

THE ANNUAL SHOW OF FLOWERS AND VEGETABLES will be held at VOLUNTEER HEADQUARTERS on THURSDAY, 6th MARCH, 1925, at 10.00 a.m. The SHOW will DEFINITELY CLOSE on WEDNESDAY, 25th FEBRUARY, 1925, at the Hon. Secretary's Office, but it is hoped that intending Exhibitors WILL SEND in their ENTRIES AS EARLY AS POSSIBLE.

SCHEDULES are now being printed and will be posted at an Early Date. MEMBERS who have not yet Paid their Subscription and ALL THOSE who wish to Join the SOCIETY are kindly Requested to Send \$5 IMMEDIATELY to the Hon. Secretary, Mr. E. B. C. HORNELL, c/o Messrs. JARDINE, MATHESON & Co., LTD.

[1853]

RAJAB ABDOL CURREEN,  
DECEASED.

ALL Persons having Claims against the Estate of the above named Deceased are Requested to Send Particulars of their Claims to the Underwriter, Solicitors for the Executors, before the 28th FEBRUARY, 1925.

DEACONS,  
1, Des Voeux Road Central,  
Hongkong.

[1825]

## TO PARENTS ABROAD.

DOCTOR and WIFE wish to Take Care of and Educate Child with Own Child of 2.

Apply to  
MRS. A. WATERS,  
29, Lamballe Road,  
HARVEY, N.W. 3.

or Box No. 1824.  
c/o Hongkong Daily Press.

[1824]

## INTIMATIONS

## NOTICE.

THE HONGKONG JOCKEY CLUB.  
RACE MEETING 1925.

FEBRUARY 16th, 17th, 18th AND 21st.

TICKETS of Admission to the Public Enclosure may be obtained from Messrs. KELL & WALSH or at the Gate. Price—\$3.00 per day.

Soldiers and Sailors in Uniform \$1.00 per day.

No One Admitted without a Ticket to be shown to the Ticket Inspector at the Gate.

LINSTEAD & DAVIS,  
Treasurers.

[1807]

## NOTICE.

THE HONGKONG JOCKEY CLUB.  
RACE MEETING 1925.

FEBRUARY 16th, 17th, 18th, AND 21st.

MEMBERS' Badges of Admission are now ready and may be obtained by those Members who have not already received them, from Messrs. LINSTEAD & DAVIS, Alexandra Buildings.

C. B. BROWN,  
Secretary.

[1808a]

## NOTICE.

THE HONGKONG JOCKEY CLUB.  
RACE MEETING 1925.

FEBRUARY 16th, 17th, 18th, AND 21st.

THE Stewards request the pleasure of the presence of the Ladies at the Races.

Hongkong, February 2nd, 1925. [1903a]

## NOTICE.

THE HONGKONG JOCKEY CLUB.  
RACE MEETING 1925.

FEBRUARY 16th, 17th, 18th, AND 21st.

PASSES for Servants will be issued on application to Messrs. LINSTEAD & DAVIS, Alexandra Buildings.

No Servants will be allowed inside the Enclosure of the Race Course during Race Days WITHOUT TICKETS.

These Tickets are only available for Servants while in attendance on their employers or when on duty at the Various Stands.

Any Chinese found loitering about with Servants' Passes in their possession will forfeit them and holders thereof will be Removed from the Enclosure.

O. B. BROWN,  
Secretary.

[1807c]

## NOTICE.

THE HONGKONG JOCKEY CLUB.  
RACE MEETING 1925.

FEBRUARY 16th, 17th, 18th, AND 21st.

MEMBERS have the Privilege of introducing Two Non-members to the Members' Enclosure.

A limited number of tickets are available and may be obtained from Messrs. LINSTEAD & DAVIS, Alexandra Buildings, on or before SATURDAY, the 14th FEBRUARY, 1925.

Price \$10.00 per day or \$30.00 for the Meeting.

LINSTEAD & DAVIS,  
Treasurers.

[1807b]

## HONGKONG JOCKEY CLUB.

AN EXTRAORDINARY GENERAL  
MEETING of the Club will be held in the Members' Club Room, HONGKONG CLUB ANNEX, on THURSDAY, FEBRUARY 19th, 1925, at 5.30 p.m., for the purpose of Confirming the Resolutions passed at an Extraordinary General Meeting held on 22nd January, 1925.

By Order,  
C. B. BROWN,  
Secretary.

[1800]

## NOTICE.

## NOTICE IS HEREBY GIVEN that

consequent upon the Retirement of Mr. HORACE PERCY SMITH, the partnership subsisting between HORACE PERCY SMITH, JOHN HENNESSY SMITH and DANIEL M. FLEMING under the Firm Name of PERCY SMITH, SETH & FLEMING in Hongkong and

Manila, has been dissolved and that the Interest and Responsibility of JOHN HENNESSY SMITH in the Manila practice and DANIEL M. FLEMING in the Hongkong practice ceased on the 31st JANUARY, 1925.

Mr. JOHN HENNESSY SMITH will carry on the practice in Hongkong on his Own Account in the Firm Name and style of PERCY SMITH, SETH & FLEMING, Incorporated Accountants.

Hongkong, 9th February, 1925. [1848]

## G. B.

HONGKONG TECHNICAL  
INSTITUTE.

THE Institute will RE-OPEN on MONDAY, FEBRUARY 9th. Students will be Enrolled at the EDUCATION DEPARTMENT Only, and should Apply At Once for Entry Forms.

[1842]

## G. B.

## WAR DEPARTMENT CONTRACTS.

SEALED TENDERS will be Received at the Office of the O.C. R.A.S.C. Headquarters, Victoria Barracks, Hongkong, until 12 o'clock noon on TUESDAY, 3rd MARCH, 1925, for the Supply of 2,000 Bags of Flour for Delivery about the First Week in April, 1925, direct ex Ship, to the R.A.S.C. Supply Stores, Queen's Road.

Tender Forms and any necessary information may be obtained at the above Office between the Hours of 10 a.m. and 1 p.m. Daily, Sundays excepted.

[1844]

## INTIMATIONS

## DEWAR'S

The Spirit beyond  
compare

Most men choose DEWAR'S and small wonder! Year in and year out its distinctive character remains steadfast and incomparable.

Perfect distillation, genius in blending and gigantic stocks make DEWAR'S popularity, —and will keep it!

## Dewar's

"White Label" and "Victoria Vat."

As supplied to the Houses of Lords and Commons.

By Royal Appointment to His Majesty The King.

## SOLE AGENTS:

A. S. WATSON &  
CO., LTD.

## BIRTH.

SMITH—At 405, Peak, on February 9th, to Mr. and Mrs. N. L. SMITH, a son. [1852]

## ACKNOWLEDGMENT.

Mr. CLAUDE EARNSHAW tenders his heartfelt thanks to many friends for their kindness and expressions of sympathy on the death of his brother, to those who attended the funeral and sent wreaths, and particularly to the members of the Water Police, who so willingly volunteered their services to escort the gun carriage from Victoria Mortuary and to the firing party of the East Surrey Regiment.

Hongkong Office: 14, Chater Road.  
London Office: 131, Fleet Street, E.C.

## The Daily Press.

HONGKONG, FEBRUARY 10TH, 1925.

## TELEPATHY.

For many years the general public have been aware of the fact that some of the most intellectual men in Great Britain have been interesting themselves in the phenomenon known as telepathy. The names of Lord BALFOUR, Sir WILLIAM CROOKES, Sir OLIVER LODGE and others of the same eminence, are sufficient guarantee that, however wrong, their deductions may be proved ultimately, yet they have not approached the subject in a frivolous mood nor with the objects of the charlatan. Recent newspapers from home record some experiments made by Professor GILBERT MURRAY in thought reading. Lord BALFOUR was present. Afterwards, he stated, in the Sunday Times, that he did not attend the meeting to give any explanation of the experiments, although he added "they certainly occurred." We are, perhaps, carelessly, inclined to satisfy ourselves that any such phenomena can be explained by the word "Electricity." That is, after all, very much like begging the question. We see all sorts of applications of the use of electricity, from the propulsion of trams and railway carriages to the lighting of our homes and the astonishing broadcasting which is said to claim four million "listeners in" daily in Great Britain alone. It appears to be true, however, that, wonderful as

are the applications of that force, yet the nature of it still remains unknown. So that the word "electricity" is no real explanation of telepathy. Lord BALFOUR's sister, Mrs. HENRY SIDGWICK, says of Professor GILBERT MURRAY's experiments, that they are "the most important experiments in thought transference that have ever been brought to the notice of the Society for Psychical Research." A few weeks ago, at Mr. GERALD BALFOUR's house, Lord BALFOUR took part in the experiments. Professor MURRAY was "entirely unaware of a statement made by Lord BALFOUR before he had entered the room. The ex-Prime Minister of Great Britain chose the subject of Sir ROBERT WALPOLE talking Latin to GEORGE III. On entering the room Professor MURRAY said "Something 18th century!" and Lord BALFOUR nodded assent "I have nearly got it. Eighteenth century; somebody talking Latin to a King." Then Professor MURRAY seems to have had similar successes, and some failures, on numerous other occasions. The successes cannot be mere guesses.

The impression of the whole business, left on the mind of Lord BALFOUR, may be summed up in his own words: "These experiments conclusively prove that there is a wholly unknown, unexplained, unaccounted method of traversing space between two self-conscious organisms in a manner on which no theory of sound or electricity or any theory on which we have the dimmest notion can at the moment throw any light." It has not infrequently happened that mankind notices the phenomena quite a long time before the theory which explains it is enunciated. There must have been noticed, by innumerable observers, the phenomenon of an apple falling to the ground. It required a NEWTON to give the theory. We are tempted to accept any theory of what is called telepathy that will enable us to use the analogy of wireless telegraphy, but Lord BALFOUR will not encourage that. For he says: "I am convinced that nothing that is known as yet, either in physics or physiology, gives the smallest clue to the communication between mind and mind which has been named telepathy." It is often said that the hour produces the man, and possibly, if as seems very likely, influential and intellectual people continue to probe into the problem, the explanation may soon come.

For those of us who have interested ourselves in the people of the East, these efforts in the West are of great interest. Rightly, or wrongly, there is an idea that the people of the East know more of the things that are called abstract than do Europeans. We cannot forget that all the great religions came out of Asia. Our own experiences have taught us the effect of thought. The architect plans his cathedral first of all in his mind; the sculptor sees, as a vision, the statue long before it is complete. Any type of thought, if entertained for a sufficient length of time, will, by and by, reach the motor tracks of the brain and burst forth into action. The recent performances of "Saint Joan" reminded us of the influence of a positive mind on others. We envy a future generation that will know more about these things than we do. In the meantime we, having no scientific explanation of the causes, can only accept or reject the evidence put forward by others, and proceed possibly by our own experience, to show that telepathy, or thought transference, is a real thing. If we study the poets and the mystics we see that they had a firm belief that "thoughts are things." There can be no doubt that this subject of telepathy is of intense interest to a large number of people. Unfortunately, many of these abstract affairs lend themselves peculiarly to the wills of the unscrupulous. We do not suggest, for one moment, that Professor GILBERT MURRAY did anything that could be called "magic," or that Lord BALFOUR was a victim of anything at all unfair. From time to time there have been entertainments open to the public to show that this or that person is receptive of thoughts, or in possession of peculiar psychic powers. Such professional thought transference has never really convinced the general public. It has led to great scepticism. There is no question of the disinterestedness of Mrs. SIDGWICK, Lord BALFOUR, his brother, or Professor GILBERT MURRAY. They may stumble across some explanation of the unknown which will be of supreme importance for the happiness of mankind. In the meantime we can remember that, in thought, as well as in action, "the greatest of all is charity."

Mr. W. W. Hornell, C.I.E., M.A., Vice-Chancellor of Hongkong University, is to give another lecture on Shelley in St. John's Cathedral Hall at 6 p.m. to-day.

The return of notifiable diseases in the Colony for the 24 hours ended on the 8th inst., shows 1 case of diphtheria, 2 cases of enteric fever, and 3 cases of cerebro-spinal fever, all Chinese.

The seizure by Revenue Officers on board the a.s. *Sing On* on Sunday night, of 6 rifles, 27 revolvers, and a large quantity of ammunition, estimated at several thousands of rounds, has been reported.

It is understood that the completion of the fifteenth year of the reign of the present King of Siam is to be celebrated by a big exhibition of national industries in Bangkok. It is hoped to be able to open the exhibition about the end of 1925.

The Chinese Government, as one of the associated Powers in the Great War, is contributing 50,000 francs towards the erection of a permanent monument at Brussels to commemorate the sympathy shown by other nations in Belgium's cause.

Mr. A. H. Crook delivered an interesting lecture at the Helena May Institute yesterday evening, on the Shakespeare-Bacon controversy, in which the speaker suggested that Bacon "hid his dramatic light under the name of William Shakespeare."

The following forthcoming weddings are announced:—Mr. David Gremmond Gow, widower, chief clerk of the Kowloon Dock Company, to Miss Mary Reid Eason, 13, The Peak; Mr. John MacKenzie, broker, No. 5, South View Avenue, to Miss Hannah Wong, No. 7, Seymour Terrace.

After several lengthy hearings, the case in which three Chinese were charged in connection with the shooting affray at 122, Wocung Street, Yau-mai, in the early hours of December 29th, was concluded at the Kowloon Magistracy yesterday, when Mr. E. W. Hamilton committed the men for trial at the Criminal Sessions.

Last night the Hongkong Amateur Dramatic Company gave a special performance of "St. Joan" at the Theatre Royal, in aid of the St. Paul's Cathedral Restoration Fund. Practically every seat in the theatre had been booked prior to yesterday, but the few not disposed of by the evening were soon sold at the door. The performance was keenly appreciated and the Company given an enthusiastic reception.

## SALES OF CROWN LAND.

Four lots of Crown land were disposed of yesterday afternoon at a sale at the P.W.D. Office.

Kowloon Inland Lot No. 1919, situated at Kau Pui Shek, with an area of 1,850 square feet, and an upset price of \$2,750, was sold to Mr. Chung Yew Tung for \$4,550.

Three Tann Wan Inland Lots were disposed of as under:—Lot No. 8 was sold at the upset price of \$600 to Mr. Sydney Ng Quinn, who attended on behalf of Mrs. Bang How; Lot No. 9 was secured at the upset price of \$740 by Mr. N. B. Yung, on behalf of Ada L. Yung; and Lot No. 11 was sold at the upset price of \$520 to Mr. Ng Si Cho.

## MORE ARMED ROBBERIES.

## TWO MEN ARRESTED.

Reports of two successful and one attempted armed robbery during the week-end were received by the police yesterday.

In connection with an offence perpetrated at the Man Hing Firm, No. 40, Lower Lascar Row, clues given in the report made to the police were followed up and two Chinese have been arrested. The manager of this firm stated to the police that on his return to the shop, after making a deposit of \$600 at the Bank, he found the door closed. On knocking, it was opened by a stranger, who confronted him with a pistol, while another man stood beside him with a dagger. The manager was then bound and gagged and the robbers took a sum of money and the safe keys. On opening the safe, and the safe keys, on opening the safe, and



## CABLES.

LATEST CABLES  
(THROUGH REUTER'S AGENCY.)FRANCE'S DEBTS TO U.K.  
UNANIMOUS PRESS APPROVAL OF  
BRITISH NOTE.

LONDON, February 9th.

"A generous offer, which brings the repayment of France's debt to England within the range of practical politics," is the unanimous verdict of the newspapers on the British Debt Note to France.

The hope is expressed that France will meet the offer in the same spirit in which it was sent.

The *Westminster Gazette* thinks Mr. Winston Churchill (Chancellor of the Exchequer) has done well in insisting that Britain's claims cannot be made entirely dependent upon the success or failure of the Dawes scheme. The *Daily Telegraph* commends Mr. Churchill for refraining in dealing with figures; and adds that enough has already been said in respect of the inadequacy of the proposal unofficially mooted by France, under which the Briton, who is paying seven pence in the pound for France's unpaid debt to England, would get relief to the extent of roughly a half-penny in the pound, beginning 10 years hence. The *Daily Express* considers the offer the culmination of a series of surrenders.

## ATTITUDE OF FRANCE.

PARIS, February 9th.

It is semi-officially stated the French Government will give its whole attention to the British Note, with the strong desire to find a basis for friendly discussion. Consideration of the Note will probably require some time.

Before pursuing the discussion on the basis of the British suggestions, it must first be considered what figures might be taken into account with respect to the two methods of repayment suggested. For example a sum of 500,000,000 francs in deliveries in kind under the Dawes scheme have been promised to representatives in the devastated regions. This sum must be borne in mind when the question arises of estimating the amounts which might eventually be appropriated to the repayment of Britain from the yield of the Dawes plan.

Also the negotiators must draw up a fair balance sheet, showing the wealth of France compared to pre-war days and compared to other nations; and the financial efforts of France in relation to the efforts of other countries and her financial capacities.

Possibly after all necessary data have been collated, the Premier or the Finance Minister, or both, may go to London directly to negotiate with Mr. Baldwin and Mr. Winston Churchill.

## EARLIER CABLES.

## TEXT OF NOTE.

LONDON, February 8th.

A British Note to France with regard to the French debt states that the Government adheres to the principle of the Balfour Note, but parts of Lord Curzon's Note of August 11th, 1922 referring to Mr. Bonar Law's proposals of January, 1923, are clearly no longer applicable to existing facts of the situation, as it was written before framing the Dawes plan, and on the assumptions that the total German liability be fixed at a figure less than that adopted in the Dawes plan and that bonds of the kind contemplated in Mr. Bonar Law's plan would be issued.

These assumptions are no longer tenable. The principle of the Balfour Note is that Britain shall receive from Europe payments equivalent to those she is under obligation to make to the United States. The Government cannot accept a position in which this principle would only be achievable upon the basis of a full normal yield of the Dawes annuities or by taking at value debts which cannot at present be treated as good assets.

The Government has already consented not merely to reduce the claims against the Allies to the amount necessary to cover its own payments in respect of the British war debt to the United States, but will actually apply the whole United Kingdom share of German reparations to that purpose. This means that Britain not only takes to its own charge the whole of its own war damages, but also eight hundred millions sterling of foreign securities devoted by her to the general effort before the United States entered the war.

In the application of the Balfour Note to the existing situation the Government, remembering that the inter-Ally debts were incurred in a common cause, has been prepared to consider proposals under which the existing French debt to Britain shall be reduced, provided the principle of definite payment by France from her own national resources, and fixed with regard to her relative wealth and tax-paying capacity, be assured without reference to reparations.

(Continued on next column.)

## LATEST CABLES.

## OPIUM CONFERENCE.

## GENEVA MEETING NOT ENTIRE FAILURE.

PERTINENT PRESS VIEWS.

LONDON, February 9th.

The *Times* regrets the withdrawal of the Chinese and American delegations from the Conference, but is of opinion it should not condemn the Conference to sterility. The Conference still has Lord Cecil's practical proposals before it and will not have met in vain if an advance is made along those lines, though the proposals, unfortunately are dependent on the suppression of opium smuggling into China. The *Times* adds it has become notorious that the present hostilities that have distracted China are little more than a "drug war," in which the chief aim of the leaders is often inspired by the desire to occupy the best poppy-growing regions where enormous revenues are derivable from an illicit but open trade in opium.

## EARLIER CABLES.

## PLENARY SITTING HELD.

GENEVA, February 8th.

At a plenary sitting yesterday afternoon the Opium Conference passed the reports of the sub-committees, and after the explanation of the Indian delegation, reserved for further consideration the question of hemp in connection with the inclusion of hashish in the list of dangerous drugs; also the question of heroin.

M. Toivola (Finland) submitting a report by committee sixteen on the American proposals and British and French statements, said the failure to reach an agreement was more apparent than real. The speeches at this morning's sitting of the conference, by British, French and Dutch delegates clearly showed their Governments were ready to suppress the use of opium, and agreed that the League of Nations should fix the date from which the period of fifteen years should run. If the producing countries adopted a similar attitude the opium problem could be solved very soon.

On a motion by Lord Cecil the conference adopted the principle of the protocol of the second convention, with some modification of article one with regard to control of the production and distribution of raw opium, in order to satisfy the scruples of Yugoslavia, Turkey and Persia. Lord Cecil remarked that this was a great step in advance.

Mr. Sugimura declared that Japan would support all the measures to improve the Hague Convention.

## WITHDRAWAL OF CHINA.

In a letter notifying the withdrawal of China, Doctor Alfred Sze stated that the present conditions in China, unfortunately, made it impossible for the Chinese Government to enforce effectively its policy of prohibiting the production of opium for other than medicinal and scientific purposes, but these conditions were only temporary, and the Government of China gave an assurance that it would not depart from this policy, and would exert all its power to enforce the policy independently of the action of other Powers, and also hoped the latter would make every effort to prevent the illegal traffic in opium and narcotic drugs and progressively suppress the legalised use of prepared opium.

## PROPOSAL TO FRANCE.

The Government therefore is of opinion that it might be found convenient for the French payments to be divided into, firstly, fixed annual amounts to be paid by France irrespective of actual receipts from the Dawes annuities in the particular year, and secondly a further annual charge on the French share of the Dawes annuities. It, of course, shall be understood, firstly that all counter-claims by France against Britain be superseded, if and when payments derived by Britain from European war debts and reparations were sufficient to provide a full discharge of the British obligations to the United States over the full period of such obligations, including payments already made, then any surplus shall be used to diminish the burden of Britain's Allies. The Government hopes, if the French Government is prepared to make proposals on the lines here suggested, that a settlement satisfactory to both countries may be reached.

## LATEST CABLES.

## TRADE UNIONISM.

INTERNATIONAL FEDERATION ON  
UNITY IN COUNCIL.

AMSTERDAM, February 9th.

After rejecting the British proposal for an unconditional informal conference with the Moscow International with the aim of establishing unity in council, the International Federation of Trade Unions resolved on offering to admit the Russians when the latter expressed a desire for admission, declaring their readiness to convene a conference at Amsterdam to discuss unity after the Russians had voiced their willingness to join the International Federation.

## CRICKET IN AUSTRALIA.

VICTORIA TEAM COLLAPSE  
AGAINST M.C.C.

MELBOURNE, February 9th.

A thunder-storm interrupted play before lunch to-day.

Victoria, in their first innings, scored 179 in reply to the M.C.C.'s score of 500. Woodfull made 60 and Ransford, 62.

In the follow-on, Victoria collapsed, losing 6 wickets for 14 runs before stumps were drawn. Kilner took 5 wickets for 3 runs and was cheered on leaving the field. Hearne obtained the other wicket at a cost of 8 runs.

J. L. Bryan captained the M.C.C. team in the absence of J. W. H. T. Douglas, who was undergoing X-Ray treatment. It was found that no bones were broken in his elbow in the motor accident in which he was involved on Saturday.

## EARLIER CABLES.

## S.O.S.

GREECE PICKS UP MESSAGE  
FROM "PRES. HARRISON."

LONDON, February 8th.

A message from China (Greece) says an S.O.S. has been received from the American steamer, *President Harrison*, which is voyaging from Shanghai to New York.

(The *President Harrison* left Hongkong on January 8th, on her round-the-world route under the Dollar Steamship Company, carrying a large number of passengers.)

## FRENCH SOCIALISTS.

PARTY IS DIVIDED UPON  
FUTURE POLICY.

GRENOBLE, February 8th.

The congress of the French Socialist Party opened here this morning, and is expected to last at least five days.

Considerable importance attaches to a big debate in which the main issue will be whether to renew the Socialist parliamentary party's mandate to support the Government, as the rôle played by the Socialist deputies since M. Harriot's succession to office has been subject to a certain amount of criticism, and the party is not altogether unanimous in the matter.

## BARRACKS ON FIRE.

THIRTEEN KILLED IN BLAZE  
AT BEZIEERS.

PARIS, February 8th.

Thirteen persons were killed and 15 seriously injured by the collapse of a wall during a fire in a disused barracks at Beziers.

The dead are mostly soldiers and firemen.

## LATEST CABLES.

## OBITUARY.

## SIR GEORGE CRITCHETT.

LONDON, February 9th.

The death is announced of Sir George Critchett, surgeon-oculist to the King since 1901.

## EARLIER CABLES.

Boston, February 8th: The death has occurred of the financier Mr. Thomas Lawson.

## EARLIER CABLES.

ALLEGED RUM-RUNNER.  
BRITISH SHIP CAPTURED BY  
AMERICANS.

NEW YORK, February 8th.

Coast guardsmen have brought into harbour the British steamer *Homestead*, laden with twelve thousand cases of liquor, also twenty-eight of the crew, who were captured.

It is understood the vessel was seized within "one hour's steaming from the shore."

It is reported that the coast-guard ship fired several rounds from its three pounder guns, wounding some of the crew of the *Homestead*.

## THE "FLYING" FINN.

NEW YORK, February 8th.

Panva Nanni, the "Flying Finn," won a special two-mile race in 9 min. 8 sec., only two-fifths of a second below the world's record.

FAR EASTERN CABLE  
NEWS.

(THROUGH REUTER'S AGENCY.)

## JAPANESE SAILORS MISSING.

ELEVEN LIVES LOST THROUGH  
LAUNCH CAPSIZING.

VANCOUVER, February 9th.

Nine sailors belonging to the Japanese squadron now in port, are missing as a result of the capsizing of a launch in which a large party was returning from shore leave.

## ELEVEN LIVES LOST.

LATER.

The launch contained sixteen men returning from the cruise *Idzumo*. Seven were rescued and eleven drowned. The capsizing of the launch was due to collision with the train ferry at midnight. Four Junior Officers are among the eleven men drowned.

## RUSSO-JAPAN TREATY.

DISCUSSION TAKES PLACE IN  
CABINET IN TOKYO.

PEKING, February 9th.

The courier, who conveyed the signed copy of the Russo-Japanese treaty to Tokyo, returned here yesterday.

The Japanese Cabinet has discussed the Treaty, which is expected to be ratified in a few days.

## H.I.J.M.S. "TOSA."

DESTROYED IN ACCORDANCE WITH  
WASHINGTON AGREEMENT.

TOKYO, February 8th.

The Japanese battleship H.I.J.M.S. *Tosa* was sunk to-day in accordance with the Washington Agreement.

POLITICAL SITUATION  
IN CHINA.

(THROUGH REUTER'S AGENCY.)

## DR. SUN YAT SEN.

TEMPERATURE REMAINS NORMAL  
AND PULSE IS 100.

PEKING, February 9th.

The bulletin, issued by the Peking Union Medical College to-day, states that Dr. Sun Yat Sen's temperature was still normal this morning; pulse 100.

(FROM THE "DAILY BULLETIN.")

## POSTS IN SZECHUAN.

PEKING, February 8th.

Mandates appoint Yang Sen Tapan of Szechuan, and General Lai Hsi Hui as Civil Governor of Szechuan, vice Teng Hsi Hui, who is relieved of that post, but is permitted to retain his command of the Thirtieth Division.

## SHANGHAI AND WOOSUNG.

REGULATIONS FOR JURISDICTION  
OF TUPAN.

PEKING, February 8th.

The regulations to govern the jurisdiction of the Tupan of Shanghai and Woosung have not yet been completed, but it is understood that they will be submitted to Sun Pao Chi and Yu Ho Teh before their promulgation.

Sun Pao Chi is at present in Tientsin, and Yu Ho Teh is attending the Reorganisation Conference in Peking.

## SHANTUNG RAILWAY.

BOYCOTT TO FORCE OUT PRESENT  
ADMINISTRATION.

TIENTSIN, February 8th.

In an endeavour to force out the present management, the Tsingtao Chamber of Commerce has called a general boycott of the Kiaotsai Railway, beginning at noon to-day.

The Chamber's circular declares that a general labour strike will follow.

In taking this action, the Tsingtao Chamber of Commerce asserts that it can no longer remain inactive, and it unites with other organisations to drive out the Railway Administration, which is hostile to Shantung.

These investigators from the Ministry of Communications have arrived to conduct an investigation.

The consensus of opinion here is that the management will have to go.

## JAPAN IN THE AIR.

## BUSY FACTORIES.

## DANGER TO THE PACIFIC.

[BY C. G. GREY, EDITOR OF "THE AEROPLANE," LONDON.]

"One swallow does not make a summer," says the old proverb; and similarly, one Pursuit Ship does not make an Air Force. The United States have the finest breed of pursuit aircraft in the world. I can say that without prejudice, having seen the best British and French pursuit ships, and knowing what the Japanese have got. The Curtiss P. W. 8 is forty miles an hour faster than the best British fighter, and is twenty or thirty miles an hour faster than the best French, Dutch, or Italian ship.

But when I complimented an American officer on the superiority of his service in this particular type he astonished me by saying that there were only twenty-five of them in existence, and that there were no more on order. And finally I discovered that nearly all the United States army's flying is being done on old ships which were designed in England in 1918 and altered in America to take the famous Liberty motor.

The French have 2,000 pursuit ships, which, though not so good as the American type, are better than anything else in the world. And the French have nearly as many high-speed bombers and reconnaissance ships of the type used by Lieutenant Pelletier Doisy in his record flight from Paris to Calcutta.

We in England have dozens of squadrons of useful pursuit ships and fighters, though not so fast as the American craft, and we pride ourselves on having the finest fleet of seagoing aircraft in the world.

But the most dangerous air force in the world is the Japanese, for nobody knows just how strong it is, just as nobody knew how strong the Japanese navy was until it smashed the Russian navy at Tsushima twenty years ago.

INSTRUCTORS FROM ABROAD? What we do know is that the Japanese have seventeen aircraft factories night and day, and some running a night shift, while there is not a single American aircraft factory actually employed on its full capacity. Also we know that the Japanese have bought samples of the very best French and British and German aircraft, and aero-engines, and are copying them and making minor improvements in them.

Further, we know that the Japanese Naval Air Service is being trained on the best British system, as laid down by a group of British ex-naval officers who went to Japan to organise the system of instruction after the British Government, loyal to the white race, had refused to permit officers on the active list of the Royal Air Force to go to Japan for this purpose. And, in addition, we know that the Japanese Army Air Service is organised on the French system and has been trained by French instructors, and has been very fully equipped with French aircraft, pending the arrival of ships from the Japanese factories.

The Japanese, not being a horseman, is never a natural flier, but with good training he becomes a very competent pilot of any type of aircraft, even the fastest pursuit ships. Also, he is extremely brave, and regards it as a honour to die for his country. And in a fight, the man who is sure he will go to heaven if he dies, starts with an advantage over the man who has a lingering predilection in favour of remaining alive.

When one couples to the unknown, but certainly formidable, strength of the Japanese air service, the known strength of the Japanese navy, one may easily understand that already to-day Japan is the strongest Power in the Pacific.

AND WHAT ABOUT RUSSIA? The British Empire has in Australia precisely the same Japanese problem that America has on the Pacific slope. The Australians are helping to face that problem by building an air fleet of their own. And they are working out the establishment near Port Darwin, in North Australia, of an air base which will link up by way of the Dutch East Indian oil islands (which the Japanese also covet) with the great British naval and air force supply base at Singapore. So that we shall have an aerial barrier to prevent any hostile sea and air fleet from coming westward.

But what can the United States oppose to a Japanese sea and air fleet, which starts out to capture the Philippines and Hawaii? And what can the United States oppose to such Japanese fleets which have established bases in the Kurile Islands, along the route which was followed by the United States army world fleet? So far as anyone concerned with United States aviation can see, there is no American air power to oppose such aggression.

Furthermore, there is Russia to be considered. The Soviet Government is openly building the biggest possible air fleet, with the help of German aeronautical engineers, who were evicted from Germany by French jealousy. Primarily, that air fleet is intended for action against "the Western bourgeoisie," as the Russians call us. But it is well known in diplomatic circles that there is an understanding between the Russian and the Japanese (who are both of Mongolian origin), which is at least as strong as the "entente cordiale" between England and France before the war in 1914. And any aggressive action in Asia, against Japan, proper may find itself opposed by Russian as well as Japanese air strength.

## BOMB MYSTERY IN F.M.S.

## PROTECTOR OF CHINESE SERIOUSLY INJURED.

A sensation was caused in Kuala Lumpur on January 23rd, at about eleven o'clock in the morning when a young Chinese woman, apparently unknown to Kuala Lumpur, entered the office of Mr. D. Richards, Protector of Chinese in the Federated Malay States, following which a bomb exploded, the Protector being wounded severely, while she herself was badly injured.

The office of the Protector of Chinese, says a report sent to the *Straits Times*, faces the door leading to the office of the O.C.P.D., Kuala Lumpur Central Police Station, and quite a number of people from the central station are reported to have seen the woman, who is stated to have been well-dressed and carrying a handbag, walk across the central station court yard and enter the Protector's office. Mr. Richards was seated at his writing table when the woman entered. As soon as she entered she is alleged to have gone directly up to the table at which Mr. Richards was seated and engaged him in conversation. The next thing was a tremendous explosion. Mr. Richards fell off his chair and lay in a heap on the floor, while the woman lay prostrate on the other side of the table.

Mr. W. L. Blythe, a cadet in the Secretariat, had just opened a swing door and was about to enter the room, evidently to see Mr. Richards, when the explosion occurred. Being the farthest away he was fortunate in escaping with minor injuries.

As was to be expected the terrific sound of the explosion took everybody by surprise, and in a moment the place was crowded. Mr. Richards' table was found to have been almost blown to matchwood. Books and papers and broken bits of glass were littered all over the floor. Mr. G. P. Cusenden, C.P.O., and Mr. J. D. Dalley, A.C.P., were soon on the spot, the crowd was cleared and an ambulance telephoned for. Within a few minutes, the police ambulance arrived and the woman, who was bleeding profusely, was removed to the General Hospital under escort. The hospital ambulance also arrived soon afterwards and Mr. Richards was sent to the European hospital. Both the woman and Mr. Richards were unconscious.

On admission to the hospital, Mr. Richards was immediately operated upon, and it was discovered that his condition was not so serious as was at first thought, although there is still cause for some anxiety. He is said to be suffering from a number of superficial cuts and punctures on the face, right arm and chest. There are some wounds on the left leg and severe lacerations of the skin on the right wrist with injuries to some tendons.

The injuries to the woman are stated to be even more severe than those sustained by Mr. Richards.

On enquiry, it was learnt that the bomb was an electric one operated by a switch.

At first it was thought that the woman, who has bobbed hair, was a mysterious woman from Hongkong, but that seems improbable now that it is discovered she speaks Malay quite fluently. It is now thought that she is a Penang girl.

At the Kowloon Magistracy yesterday, Mr. E. W. Hamilton sentenced an elderly Chinese, living at No. 614, Canton Road, to nine months' hard labour for being in possession of nearly three tins of non-Government opium.

On a charge of receiving a quantity of jewellery to the value of £200, said to be the proceeds of an armed robbery committed at No. 7, Lee Yuen Street, on August 29th last, an unemployed Chinese was remanded by Mr. E. W. Hamilton at the Kowloon Magistracy yesterday.

The case in which two Chinese were charged with committing an armed robbery on two Chinese women in an unoccupied house at Nam Cheong Street, Sham-shui-po, on January 10th, was concluded yesterday at the Kowloon Magistracy, when Mr. E. W. Hamilton committed both men for trial at the Criminal Sessions.

Arrested outside No. 9, Pakhoi Street, at three o'clock, on Saturday morning, whilst in the act of climbing a drain pipe, an unemployed Chinese appeared before Mr. E. W. Hamilton at the Kowloon Magistracy yesterday, charged with felonious intent and with possession of a pair of silk stockings, of which he could not give a satisfactory explanation. He was sentenced to four months' hard labour.

The Chinese merchants at Harbin are demanding the publication of the complete text of the Russo-Chinese agreement concerning the joint administration of the Chinese Eastern Railway. They allege that there are secret clauses. They are also opposing the tariff policy of Mr. Ivenoff, the new Soviet General Manager of the C.E.R.



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### BEECHAM'S PILLS

#### PARIS FASHION NOTES.

[FROM OUR SPECIAL CORRESPONDENT, ISABEL RAMSAY.]

PARIS, January 3th.

The "ensemble" has become one of the most important features of good dressing with Parisian designers during the past few years. Perfect harmony in all the elements of a costume has, since the war, been recognised as being of paramount importance, and the couturiers have accordingly set themselves the task of creating coats and gowns, jackets and frocks, wraps and evening dresses which, worn together, will create an impression of perfect harmony. Who knows, perhaps the ensemble harmony of the minds of the many women who donned them during the war and is the real reason for the demand for ensemble effects which has sprung up since.

Clever women wishing to spend what little money they may have wisely and well, carry the matter still further, and after choosing an ensemble of a gown and a coat that match, go to find other gowns which will also harmonise with the coat.

#### NARROW AND CLINGING LINE

For morning wear, the three quarter length or full coat is the rule. It is usually, for this season at all events, made of a heavy woollen material, though for the sunny slopes of the Riviera, the couturiers are creating the same type of coat in fulgurant, satin, tulle, and the wonderful rayon silk textiles. The line is narrow and clinging, and either the double-breasted coat inspired by the redingotes of the Napoleonic period or the left hip of our own period of to-day, is the type most worn. A stand up collar and wide revers characterise the former whilst soft, drapable revers or the shawl collar and fur-trimmed cuffs appear with the latter.

Under a simple, practical coat of this kind, whether it be in woollen or silk material, different gowns can be worn. Some will be dark and some in colour to match the dark green or the nut brown of the coat; others, more brilliant, show a touch of colour at the neckline or at the hem as the coat is worn folded about the figure. For instance, suppose you have chosen a dark green coat; you will have a simple dark green frock to match it; then, another frock made with a dark green skirt, pleated, say, and a blouse of green or satin in a lighter shade of green which will harmonise with the green of the skirt and the green of the coat. Or you could vary things by changing to a long tunic blouse carried out in a vivid contrasting colour of orange or apricot, or dull yellow. A third frock will be of black, a shade which contrasts green admirably, and it will have narrow belt and bindings of dark green leather to match the tone of green of the coat and thus make the frock relate to it. Another gown, supposing that the ensemble is intended for the warm weather of the Riviera, should be of crepe print showing a light green or a cream ground and a pattern of little flowers carried out in vivid tints. Such a gown would be sure to be pleated, either from a small yoke or from a low waistline.

#### FASHIONABLE SCOTCH TWEED.

Another ensemble might be of grey Scotch tweed, a material that is tremendously fashionable in Paris just at present. Here, the skirt would always match the coat, being separate from the bodice though probably hung on a long-waisted lining in China silk or net. The variation would come from the blouses or tops worn over this skirt, one of which would surely be of white satin. It would button closely about the hips at quite a low waistline; its sleeves would finish with little turn-back cuffs like the double cuffs of a man's shirt, and, in front, it would have a "plastron" or shirt front effect of the satin either pleated or plain, and its collar would stand up straight about the neck with a turn-over that would allow a black tie to be worn with it when the wearer wished to carry the mannish note the full length and wear the collar closed. Otherwise, it would be worn open and show a triangle of the neck. Lacquer red satin and green crepe satin blouses made in this tailored style would also look well as a detail of such an ensemble.

Satin blouses, especially ones made of white satin, are being worn a great deal just now and because they need sending frequently to the cleaners and the cost of this involves, there is not much likelihood of their becoming common property, which, of course, is all to their advantage from the point of view of the smart woman. Crepe satin, which is also much in evidence, is bound to become more popular as it is capable of being laundered.

#### AFTERNOON ENSEMBLES.

Turning to afternoon ensembles, we encounter more variety and more richness. A suit that Cheruit designed for a smart American the other day was made entirely of black satin though it followed strictly tailored lines. The skirt, wrapped about the figure and finished on the right hip in a couple of deep pleats which allowed plenty of room for walking; the jacket was short and rather like a man's dinner jacket, though it fastened in front with two large engraved silver buttons. The revers were the same in formal cut as those of a man's suit, and the sleeves were plain and narrow. Beneath this was worn a white satin blouse finished with a stock collar made of a long white satin, and lined with grey. The hat, of course, was black and was finished with a white and grey plume sweeping down and forward from the right side.

Less original, perhaps, but more generally accepted are the coats which show a certain amount of fullness about the hem. They seldom show much fullness, but the well regulated "certain amount" is just sufficient to make all the difference. Sometimes, the fullness is let in in the form of circular flounces, as in the case of a Nicole Groult ensemble, I

saw which was destined for the Riviera. The coat was made of one of the gleaming rayon silk brocades, and it followed the line of the figure closely in a stripe to the hem line but at the side seams, the flounces began and followed a mounting course across the crowned front of the coat falling in loose, graceful folds about the hem line in front and adding tremendously to the line of the garment. The gown which Madame Groult had designed to be worn with this coat was of the same shade of brown, but in crepe satin instead of brocade. It followed the fashionable slender lines, the skirt giving an effect that was clinging without being tight; the front of the bodice was split right down from the neck to the waist to fold back in soft revers that fell like a jabot straight down the centre front. The sleeves were long and fitted the arms smoothly. Many women have bought just such an ensemble and then thought just about choosing other gowns to harmonise with the coat, as I have already remarked upon, for, every woman knows that one coat, if properly taken care of and always hung on hangers, will outlast three or four frocks. The full front of this coat allows for a great deal of latitude in the selection of the gowns to be worn underneath it. One can have a sheath-shaped slip and a variety of tunics some split at the sides, some closely fitting to the knees, some with an apron front inserted, some with side panels of pleating or of rich lamé let into their width, and, if the colours and the textures of these gowns are chosen to harmonise with the coat, these gowns can be made to form an excellent ensemble effect with it.

#### LOW WAISTLINE.

One can also find a number of gowns the design of which harmonises perfectly with the shape of a certain coat. One such as this I saw the other day in the collection of Yvonne Davidson (the wife of the well-known American sculptor, Jo Davidson), who dresses some of the smartest women in Paris. It was of

heavy crepe brocaded in gold, this gold brocade making a wide panel down the centre of the back from neck to hem; the front of the bodice finished in a stripe of gold at the low waistline, and to this was attached an apron tunic which was shirred in the middle and left comparatively plain at the sides. This type of gown is very fashionable just now, and, moreover, it is kind to the figure which has lost the lissameness of youth, creating, as it does, narrow lines without accentuating all of the curves of the figure.

#### FOR EVENING WEARS.

Evening ensembles are more of a problem, for most women find it is rather expensive to have a velvet cloak that matches the colour of every one of her evening gowns. As a result, they find it more economical to have a single fur wrap for evening and to choose all their evening gowns in tones which will harmonise with this. Even on the Riviera, furs are being worn, a lining of smooth satin brocade or of lamé assuring a cool texture against bare shoulders and arms. The furs most favoured, of course, are sable, mink and ermine, or the even more expensive and more impressive chinchilla, but the price of these naturally makes them prohibitive for all but women of unlimited means. For more moderate purses, there are shiny black moderate coats that are always most becoming in aquiline or else the host of wonderful imitations that Parisian furriers are making from the humble bunny and musquash pelts. In fact, they have discovered a way of making an imitation chinchilla from rabbit skin that is quite as fluffy, more even in texture and three times as durable as the genuine skin, and, naturally, three to thirty times less expensive. This will be in evidence, not only during the coming season on the Riviera, but next Spring and Summer, for the couturiers have already put their heads together and decided to make us wear fur all through these warm months, even as they did during the Spring and Summer months of this year.

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THE PROBLEM OF CLASSICAL  
NAMES.

The only disadvantage to a set system of classical names such as that followed by the Blue Funnel Line is that in time the easy ones run out and they are forced into names which are the delight of the student, but which are a sad trial to the average seaman who tries to inquire his way back to his ship in a foreign port at the end of a perfect day. However, the sale of the *Protonotus*, which has just been reported, leaves a very useful vacancy, which has a fine tradition behind it. The ship that has just gone was built by Scotts, of Greenock, in 1898; a splendid steel screw cargo ship of 5,600 odd tons, with a speed of thirteen and a half knots, a speed which was occasionally criticised by shipowners at the time, but which paid her owners very well indeed for the service that she and her sisters were able to maintain. In further accordance with the Blue Funnel habit she was magnificently supplied with deck machinery, having no less than thirty-five derricks of various weights up to thirty-five tons. *Glaucus*, *Antenor*, and *Patroclus* of the same year, were the other units of this class, which was an exceedingly successful one. For the greater part of her career she sailed on the Oriental service, but in July, 1914, arrangements were made to transfer her to the Dutch flag. She was actually in Amsterdam, and was understood to be hauling down the Holt house flag, when war broke out, and she was immediately restored to British registry. As was natural with a ship of her speed and carrying capacity she was diverted a good deal in the latter days of the war, including a number of munition passages across the Atlantic. After the Armistice she was returned to the Oriental run, and continued to do splendid service in spite of the fact that she was getting on in years. Her predecessor, the first ship of the name, was built, by Hawthorn Leslies, of Newcastle, in 1885, an iron screw ship of 3,300 tons, her compound engines being designed on the tandem principle, perfected by her owners. She was one of the first of the Blue Funnel cargo steamers designed for the China trade, with fine lines for speed, and was good for a steady twelve knots, which in those days was regarded as excellent. In 1894, when hostilities between Japan and China were known to be unavoidable she was purchased by the Japanese, and as the *Tsima Maru* ran for a short time under the N.Y.K. flag before she was transferred to the Navy.

ARMY COUNCIL'S D.S.O. RULE.  
NEVER FORFEITED IF WON FOR  
BRAVERY.

Deep public interest has been aroused by the views of prominent men published in the London *Evening News*, recently, on the question whether or not a man who has won decorations and honours for gallantry on the field of battle should lose them because, in civil life, he has a Japanese which leads to conviction by the civil power.

The procedure generally adopted by the Army Council was outlined to an *Evening News* representative by an eminent soldier who was for long a member of that body and dealt personally with all cases such as that of the sentenced ex-Town Clerk of Guildford, who holds the D.S.O. and the M.C. and bar.

"It is an almost invariable rule," he said, "that where honours have been won on the field of battle, they will not be declared forfeit for any crime whatever, even in case of serving officers."

TWO KINDS OF D.S.O.

The character of the D.S.O. must be remembered. It is an Order. It is not necessarily conferred for gallantry in the face of the enemy. It was conferred during the war on many men who were not within a hundred miles of the firing-line.

In this aspect the D.S.O. is on a plane with the Victorian Order, the Order of the Bath, or even knighthood itself.

Hoger Casement was a Knight. He was rightly stripped of his knighthood before he was executed; but had he been a V.C. I would cheerfully have recommended that he had been executed with that distinction hanging round his neck.

FOR GALLANTRY.

In the case of a man decorated for an act of gallantry in the face of the enemy it is his act which is honoured; not his general standing or character. He is entitled to be proud of that act, and to retain the honour awarded him for it, for the rest of his life. It is for this reason that a hard and fast distinction between the two classes of awards, and while declaring forfeit the one, has always refused to deprive a man of the other.

At the same time it must be remembered that each case has to be considered on its merits.

THE "BRASS-HAT."

The Army Council, in particular, and "brass hats" in general, are popularly looked on as hard-hearted, callous judges, but I can assure you that an opportunity to exercise discretion, consistent with the just and proper fulfilment of duty, is always a matter of considerable gratification.

DAMAGES: 27—COSTS: £90.

Applying at West London County Court recently for stay of execution on a judgment for 27 damages, counsel mentioned that the taxed costs amounted to over £90, and his client wished to present a counter-bill for costs.

Judge Sturges, K.C.: Damages, 27, costs to date near £100! I wonder that any one goes to law.

NOTICE TO CONSIGNEES.

ELDERMAN LINE.

FROM UNITED KINGDOM AND  
CONTINENT.

THE Steamship "LORENZO"  
having arrived, Consignees of Cargo by her are informed that all Goods are being landed at their risk into the Godowns and/or extra-hazardous Godowns of Holt's Wharf, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 15th February, 1925, will be subject to Rent.

All Claims against the Steamer must be presented to the Undersigned on or before 15th February, 1925, or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays or Fridays between the hours of 10.45 a.m. and Noon, within the free storage period of one week.

No Fire Insurance has been effected by Bills of Lading will be considered by THE BANK LINE, LTD., General Agents.

Hongkong, 6th February, 1925. [1834]

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO. LTD.  
AND  
CHINA MUTUAL STEAM NAVIGATION  
CO. LTD.

CONSIGNEES per Company's Steamer "PATROCLUS" are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignees' risk and subject to Terms and Conditions of Storage at Holt's Wharf.

The Cargo will be ready for delivery from Godown on and after 5th February.

Optional Cargo will be landed, unless Notice has been given prior to Steamer's arrival.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the free storage period.

No Claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 15th February, will be subject to Rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 15th February, 1925, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 6th February, 1925. [1836]

CINEMA NOTES.

THE CORONET.

"Nero," which is being filmed at the Coronet, is a spectacle that cannot be soon forgotten. Throughout its unfolding one sees the stupendous conceit of the last of the Caesars, which resulted in the destruction of Rome, that he might gain therefrom an inspiration to compose a new Lyric. Then follows the turning of the lions loose on the helpless Christians, the revolt of the Roman armies, and mob scenes making up a picture that is bound to create interest in many quarters.

QUEEN'S THEATRE.

All the heart throb and delightful comedy which made the play, "Turn to the Right," one of the most popular offerings of the American stage has been preserved in the screen version which yesterday began a four days' run at the Queen's Theatre. It pictures a story whose appeal has been testified to by millions of theatre-goers and Rex Ingram, whose productions "The Four Horsemen of the Apocalypse" and "The Conquering Power," rank him as the leading director of the silent drama, has fully lived up to his reputation in this latest Metro release. As the heroine, beautiful Alice Terry, who won fame in "The Four Horsemen" and "The Conquering Power," is a winsome delight, Jack Mulhall as the boy who heeded the call to turn to the right is excellent. The Manila Vaudeville Co. give an entirely new programme to-morrow and Thursday.

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED

HAIPHONG via HOHLOW	HAIPHONG via HOHLOW	HAIPHONG via HOHLOW	HAIPHONG via HOHLOW
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HONGKONG—MANILA LINE	EVERY SATURDAY From Both Ports
HONGKONG—HAIPHONG LINE	EVERY SUNDAY From Both Ports
HONGKONG—BORNEO LINE	EVERY FORTNIGHT
HONGKONG—TIENTSIN LINE	EVERY FORTNIGHT
HONGKONG—BANGKOK LINE	EVERY WEEK

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JARDINE, MATHESON &amp; CO., LTD.

GENERAL MANAGERS.

Telephone Central No. 215.

GLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

U.K.—STRAITS, CHINA &amp; JAPAN SERVICE.

OUTWARDS.

HOMEWARDS.

Vessel	Due Hongkong	Vessel	Leaves Hongkong	Discharges
"GLENIFFER"	13th Feb.	"GLENIFFER"	17th Feb.	London, Rotterdam & Hamburg
"GLENCOLE"	14th Feb.	"GLENCOLE"	18th Feb.	London, Rotterdam & Hamburg
"GLENHANE"	15th Feb.	"GLENHANE"	19th Feb.	London, Rotterdam & Hamburg
"GLENHANE"	16th Feb.	"GLENHANE"	20th Feb.	London, Rotterdam & Hamburg
"GLENHANE"	17th Feb.	"GLENHANE"	21st Feb.	London, Rotterdam & Hamburg

Movements are subject to change without notice.

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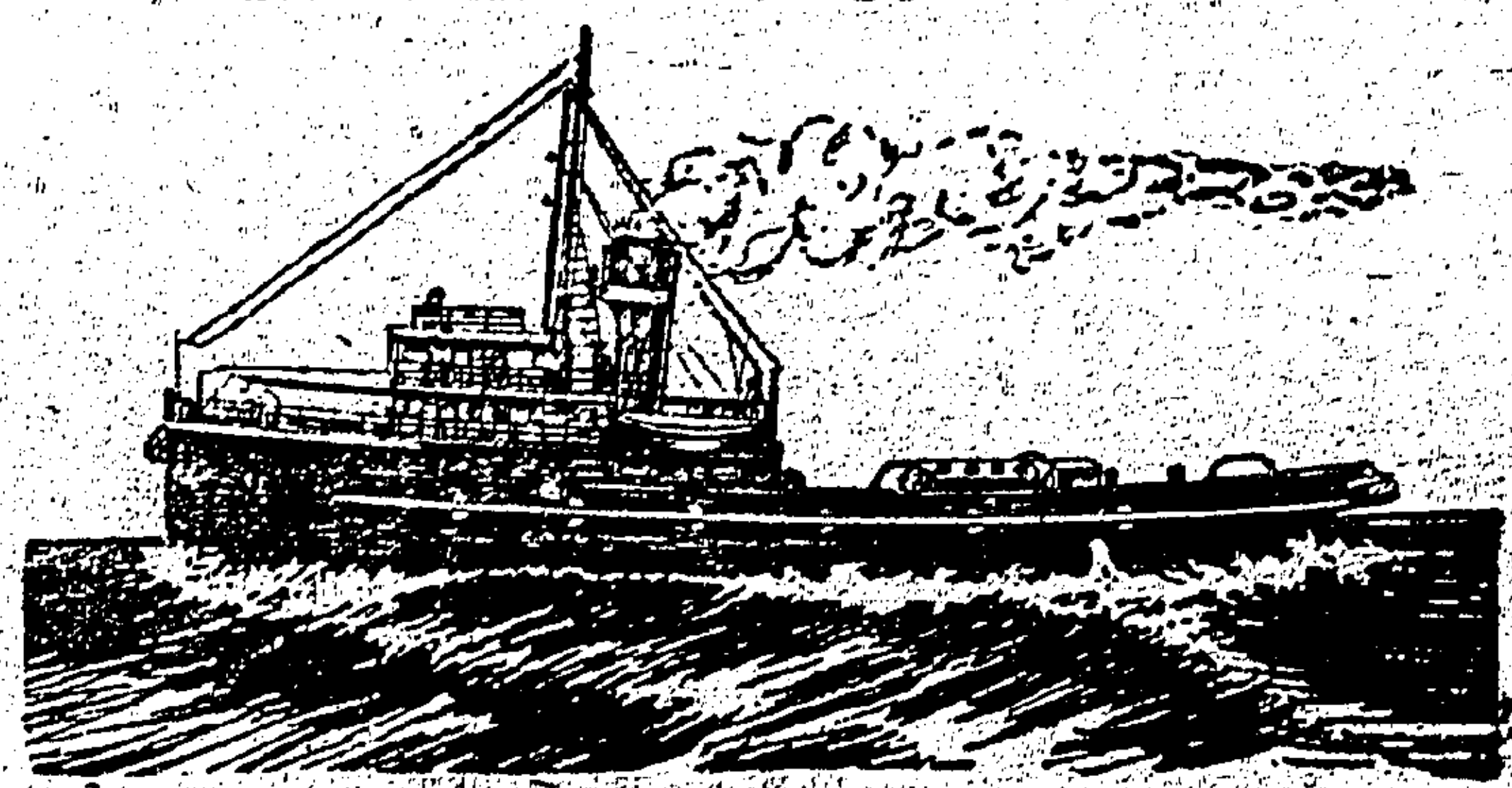
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MITSUI BUSSAN KAISHA LTD.

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Steel Twin-Screw Ocean-going Tug and Salvage Steamer

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For address enquiries to the Chief Manager

R. M. JYER B.Sc., M.I.N.A. &amp; N.E.I. Dock, Hongkong.



10

## SHIPPING NEWS

## ARRIVALS.

February 8th.

*Botnia*, Norwegian str., 811 tons, Capt. A. Hayland, from Keelung, with a cargo of coal, lying at buoy No. B31.  
—K. Larsen & Co.

*Chipsing*, British str., from Canton, lying at buoy No. B31.

*Gaelic Prince*, British str., 3,390 tons, Capt. E. Marshall, from Shanghai, with a general cargo, lying at Standard Oil Co. wharf—Furness (Far East).

*Haitian*, British str., 1,153 tons, Capt. F. V. Benz, from Saigon, with a cargo of rice, lying at buoy No. C40.  
—Cheong Hoo & Co.

*Lerke*, Norwegian str., 578 tons, Capt. G. T. Kregh, from Saigon, lying at buoy No. C47—Pak Tai & Co.

*Taipei*, Chinese str., from Canton, lying at buoy No. C42.

*Tjindari*, Dutch str., 5,039 tons, Capt. J. P. Scholten, from Batavia, with a general cargo, lying at buoy No. A8—J.C.F.L.

*Wah Shui*, Chinese str., 255 tons, Capt. Chan Nam, from Kwang Chow Wan, with a general cargo, lying at Ping On wharf—Sui Lee S.S. Co.

February 9th.  
*Chinkiang*, British str., 1,226 tons, Capt. Beer, from Shanghai, with a general cargo, lying at buoy No. C19—B. & S.

*Drufar*, Norwegian str., 1,102 tons, Capt. H. Hangstad, from Saigon, with a cargo of rice, lying at buoy No. C46—Thorsen & Co.

*Engle*, Chinese str., 865 tons, Capt. H. Mac, from Saigon, with a cargo of rice, lying at buoy No. C42—Yue Tai Hong.

*Havik*, Norwegian str., 1,350 tons, Capt. H. Brandt, from Bangkok, with a general cargo, lying at buoy No. C17—Thorsen & Co.

*Hutchinson*, Chinese str., 1,925 tons, Capt. H. H. Johnson, from Keelung, with a cargo of coal, lying at buoy No. B22—Thorsen & Co.

*Legat*, Spanish str., 2,565 tons, Capt. L. Chaffard, from Shanghai, with a general cargo, lying at buoy No. A6—Boteiro Bros.

*Shimizu Maru*, Japanese str., 557 tons, Capt. Y. Kanatani, from Keelung, with a cargo of coal, lying at Wan chad—Suzuki & Co.

*Song Ho*, French str., 720 tons, Capt. J. Bonnamour, from Haiphong, with a general cargo, lying at buoy No. C10—M.M.

*Sodhi Maru*, Japanese str., 1,001 tons, Capt. F. Kimura, from Takao, with a general cargo, lying at O.S.K. wharf—O.S.K.

*Sunli*, Portuguese str., 440 tons, Capt. G. A. de Souza, from Kwang Chow Wan, with a general cargo, lying at Saikong wharf—Hing Kee Co.

*Szechuan*, British str., from Canton, lying at buoy No. B9.

*Tenn*, British str., 1,501 tons, Capt. C. H. Walker, from Bangkok and Swatow, with a general cargo, lying at buoy No. B12—B. & S.

*Yei-jun Maru*, Japanese str., 1,237 tons, Capt. N. Kogawa, from Dairen, with a cargo of coal, lying at buoy No. B23—M.B.K.

## CLEARANCES.

February 9th.

*Chenau*, for Hoihow.

*Chinkiang*, for Canton.

*Elida Chuen*, for Bangkok.

*Hin Sang*, for Sandakan.

*Hydrangea*, for Swatow.

*Legat*, for Manila.

*Atung Sang*, for Hoihow.

*Produce*, for Kowloon.

*Ryoko Maru*, for Whampoa.

*Sunli*, for Kwang Chow Wan.

*Szechuan*, for Amoy.

*Taipei*, for Fookhow.

*Taiwan*, for Canton.

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## WEATHER REPORT.

February 9th at 17.50.—Pressure has increased, slightly over Japan, Formosa and China. It has increased slightly over the Bonin and Philippine Islands.

The anticyclone is now central over Corea, and has weakened slightly.

Moderate monsoon may be expected along the S.E. coast of China and over the N. China Sea. Hongkong rainfall for the 24 hours ending at 18 hours, Feb. 9th, 0.00 inch. Total since January 1st, 4.33 inches, against an average of 20.1 inches.

The forecast for the 24 hours ending at 18 hours, Feb. 10th is as follows:—  
District: Formosa Channel. Forecast: N.E. winds, moderate.

Hongkong to Gap Rock: E. winds, moderate; fair.  
South coast of China between Hongkong and Lamook: do.  
South coast of China between Hongkong and Hainan: do.

## HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, February 9th.

	Previous Day at 2 p.m.	On Date at 2 p.m.	On Date at 3 p.m.
Barometer	30.19	30.14	30.06
Temperature	57	57	62
Humidity	80	77	80
Wind Direction	E	E	E
Force	3	4	3
Weather	0.00	0.00	0.00
Rain	0	0	0
Highest open-air Temperature on 9th	58	58	58
Lowest open-air Temperature on 9th	56	56	56

## HONGKONG TIDE TABLE.

From February 10th to 16th, 1925.

Days of Week	Days of Month	High Water		Low Water	
		H'kong Standard Time	Height	H'kong Standard Time	Height
Tues.	10	h. m.	ft.	h. m.	ft.
	11	8 56	4.3	4 38	0.0
Wed.	11	11 32	4.8	3 43	0.3
	12	10 32	4.7	3 10	0.4
Thur.	12	11 58	4.7	5 44	0.3
	13	11 12	5.8	6 11	0.5
Fri.	13	11 57	5.1	6 11	0.5
Satur.	14	1 34	5.0	7 00	0.7
Sun.	15	0 49	5.4	7 42	0.8
	16	1 46	5.2	8 23	0.7
Mon.	16	2 24	5.6	9 08	0.6

## SUNRISE AND SUNSET IN HONGKONG.

Standard Time of the 120th Meridian, East of Greenwich.

Date	10th	11th	12th	13th	14th	15th	16th	17th	18th	19th	20th	21st	22nd	23rd	24th	25th	26th	27th	28th	29th	30th
Sunrise	6.53 a.m.	6.53	6.57	6.57	6.56	6.56	6.54	6.54	6.52	6.52	6.52	6.51	6.50	6.49	6.48	6.47	6.46	6.45	6.44	6.43	6.42
Sunset	6.17 p.m.	6.18	6.19	6.19	6.20	6.20	6.21	6.21	6.22	6.22	6.23	6.23	6.24	6.24	6.24	6.25	6.25	6.26	6.26	6.27	6.27

## SHIPPING NOTES.

The Japanese paper *Jiji* states that Japan at present has already a million and a quarter tons of shipping plying on purely foreign runs. So great an extension of shipping plying on foreign water indicates a wonderful development in Japan's mercantile marine—a development that even ten years ago would have been regarded as almost incredible.

## S.S. "PORTHOS."

COMPAGNIE DES MESSAGERIES MARITIMES.

## NOTICE.

CONSIGNEES of Cargo from MARSEILLE, LES, &c., and also Cargo from BORDEAUX ex s.s. "ANTINOUS," in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after Wednesday, the 11th February, 1925 at Noon, will be subject to Rent and Landing Charges.

All Claims must be sent in to me on or before Saturday, the 14th instant, or they will not be recognized.

All damaged Packages will be examined on Wednesday, the 11th instant, at 10.00 a.m., by Messrs. Goddard & Douglas.

No Fire Insurance has been effected.  
B. RODENFUSSE, Agents.

Hongkong, 5th February, 1925. [1823]

## ON SALE.

HONGKONG HANBARD REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1925.

Revised by the Members.

PRICE ... .. 85

Daily Press Office.



## HOME VIA CANADA

Hongkong to England

via Shanghai, Kobe, Yokohama, Vancouver, Montreal &amp; Quebec.

From Hongkong	Due Vancouver	From Vancouver	Due Montreal	Due England
Empress Australia	Feb. 20	Mar. 11	Melita	Mar. 9
Empress Asia	Mar. 6	Mar. 23	Montclair	Mar. 16
Empress Canada	Mar. 20	Apr. 6	Melita	Apr. 3
				Apr. 23

Other Atlantic Sailings every few days to Liverpool, Southampton, Glasgow, Belfast, Antwerp, Cherbourg and Hamburg. Allotment of Cabins on Atlantic steamers held here and through tickets sold. Early reservation necessary.

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From Hongkong	Due Manila	From Manila	Due Hongkong
Feb. 27	Mar. 1	EMPEROR ASIA	Mar. 1
Mar. 13	Mar. 15	EMPEROR CANADA	Mar. 15
Mar. 27	Mar. 29	EMPEROR CANADA	Mar. 29
			Mar. 17

Passenger Department: Tel. 752.

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Through passage rates to Europe via America, G. 2405, G. 2420, G. 2440.

YOKOHAMA MARU ... .. Tuesday, 27th Feb., at 11 a.m.

KAGA MARU ... .. Sunday, 15th Mar., at 11 a.m.

MARSEILLES, LONDON & ANTWERP via Singapore Ports.

HARUNA MARU ... .. Wednesday, 11th Feb., at 11 a.m.

KAMO MARU ... .. Wednesday, 26th Feb.

HAMBURG via LONDON & ROTTERDAM.

DURBAN MARU ... .. Tuesday, 17th March.

LIVERPOOL via ADEN & MARSEILLES.

WEDNESDAY, 11th Feb.

LIMA MARU ... .. Tuesday, 10th March.

TOBA MARU ... .. Tuesday, 10th March.

SYDNEY & MELBOURNE via Manila Ports.

MISHIMA MARU ... .. Wednesday, 18th Feb., at 11 a.m.

TANGO MARU ... .. Wednesday, 18th Feb.

NEW YORK & BOSTON via PANAMA.

TAKEUCHI MARU ... .. Monday, 16th Feb.

BUENOS AIRES via Singapore, Durban & Cape Town.

KAMAKURA MARU ... .. Wednesday, 4th Mar.

BOMBAY via Singapore, Penang & Colombo.

HEIJIN MARU ... .. Wednesday, 11th Feb.

HAKODATE MARU ... .. Sunday, 15th Feb.

CALCUTTA via Singapore, Penang & Rangoon.

TOBI MARU ... .. Thursday, 19th Feb.

HEIYO MARU ... .. Wednesday, 3rd Mar.

NAGASAKI, KOBE & YOKOHAMA.

TANGO MARU ... .. Thursday, 12th Feb., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

ATSUTA MARU ... .. Tuesday, 10th Feb., at 3 p.m.

SADO MARU ... .. Wednesday, 11th Feb.

DELACOA MARU ... .. Thursday, 12th Feb.

KASHIMA MARU ... .. Tuesday, 24th Feb.

For further information, apply to—NIPPON YUSEN KAISHA.

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The M.S. "ANNAM"

will be loading for BARCELONA, VALENCIA, ROTTERDAM, AMSTERDAM, HAMBURG, COPENHAGEN, and other SCANDINAVIAN PORTS.

About 16th February, 1925.

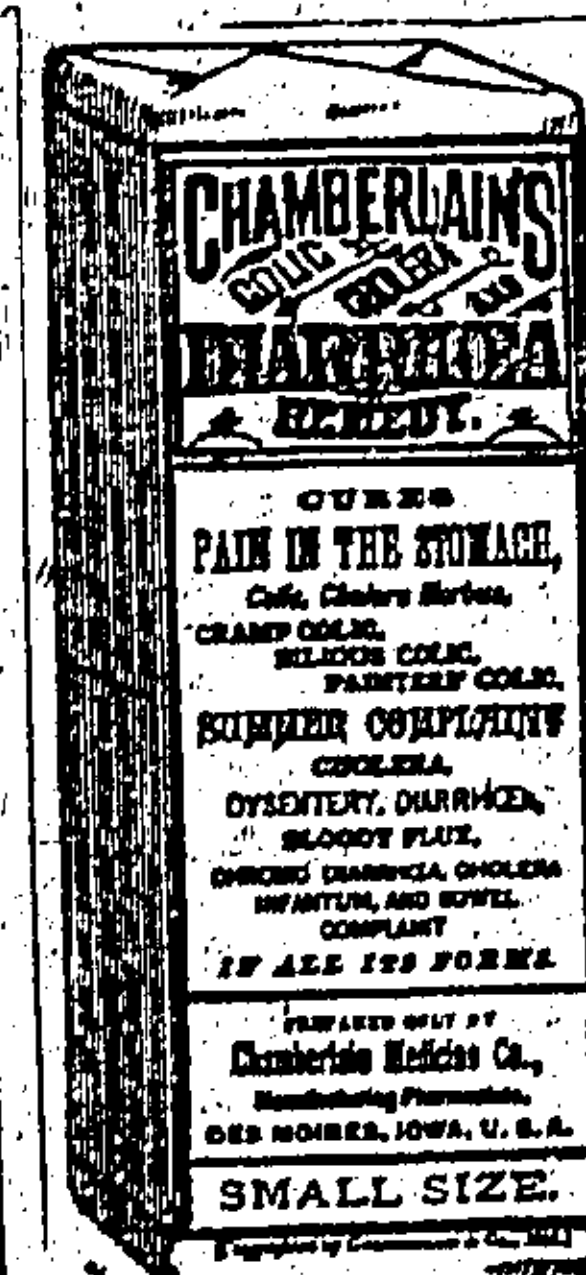
Further Sailings	Expected on or about	Will leave homeward-bound on or about
M/S. "Australia"	20th February	25th March
M/S. "Asia"	15th March	20th April
M/S. "Jaya"	15th April	
M/S. "Afrika"	10th May	

Subject to change without notice.

For further particulars, please apply to—

JOHN MANNERS &amp; CO., LTD.

Agents.



Supplied by All Chemists

Physicians prescribe Chamberlain's Colic, Cholera and Diarrhoea Remedy because it relieves cramps in the stomach and intestinal pains quicker than any preparation they can compound. It can be bought from any chemist. A bottle will keep for years, and no home is complete without it. For sale everywhere.

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Operated for

UNITED STATES SHIPPING BOARD

By Pacific Mail Steamship Co., Managing Operators.

HONGKONG TO SAN FRANCISCO

via SHANGHAI, KOBE, YOKOHAMA &amp; HONOLULU.

S.S.	President Cleveland	... ..	... ..	February 14th, at 11 p.m.
S.S.	President Pierce	... ..	... ..	February 25th, at 11 a.m.
S.S.	President Taft	... ..	... ..	March 14th, at 11 a.m.



**THE BANK LINE, LTD.**

NEW YORK BOSTON & BALTIMORE  
AMERICAN & MANCHURIAN LINE  
(ELLERMAN & BUCKWALL S.S. CO., LTD.)

S.S. "LORENZO" ... via Suez Canal ... 7th Mar.  
S.S. "KASENGA" ... via Suez Canal ... 19th Mar.

BOSTON & NEW YORK  
AMERICAN & ORIENTAL LINE

S.S. "HARTSIDE" ... via Suez Canal ... 10th Feb.  
S.S. "COPENHAGEN" ... via Suez Canal ... 31st Mar.

UNITED KINGDOM & CONTINENT  
"ELLERMAN" LINE  
(ELLERMAN & BUCKWALL S.S. CO., LTD.)

S.S. "CITY OF BARODA" ... 4th Mar.  
S.S. "CITY OF PERIN" ... 29th Mar.  
S.S. "TRAFFORD HALL" ... 11th Apr.

MAURITIUS & SOUTH AFRICA  
ORIENTAL-AFRICAN LINE

Sails Hongkong.  
Leaving for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay, Port Elizabeth, Mossel Bay and Capetown.  
Through Bills of Lading issued to Beira, Quilimane, Ibo, Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar, Mombassa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay, and Madagascar.

For Freight or Passage on any of the above Lines, Apply to—  
THE BANK LINE LTD.  
Tel. Cent. 4791.

**BOSTON, NEW YORK & BALTIMORE**

Joint Service of the  
**BLUE FUNNEL LINE**  
(OCEAN S.S. CO., LTD. AND CHINA MUTUAL S.S. CO., LTD.)  
AND  
**AMERICAN & MANCHURIAN LINE**  
(ELLERMAN & BUCKWALL S.S. CO., LTD.)

Sailings from Hongkong  
S.S. "KT. COMPANIO" ... via Suez Canal ... 19th Feb.  
S.S. "REBUS" ... via Suez Canal ... 28th Feb.  
S.S. "LORENZO" ... via Suez Canal ... 7th Mar.

Butterfield & Swire THE BANK LINE, LTD., HONGKONG.  
HONGKONG AND CANTON. HOLLAND, MASSEY & CO., LTD., CANTON.

**M. MESSAGERIES MARITIMES M.**

SERVICE &amp; CONTRACTS

Mail Steamers	Next Sailing from Hongkong	Pro. Arr. at Hongkong	Probable Sailing from Hongkong for
CHANTILLY	1st Jan. 1925	5th Feb. 1925	15th Feb. 1925
PORTHOUS	15th Jan. "	16th Feb. "	1st Mar. "
ANGKOR	29th Jan. "	2nd Mar. "	15th Mar. "
FORTAINEBLEAU	12th Feb. "	16th Mar. "	1st Apr. "
ANGERS	26th Feb. "	30th Mar. "	15th Apr. "
PAUL LECAT	12th Feb. "	30th Mar. "	15th Apr. "

**RATES OF PASSAGE MONEY TO MARSEILLES**

(including Table Wine and Free Doctor's Attendance)  
A CLASS (1st Class) ... 2 95. 00. 00. B CLASS (1st Class) ... 2 25. 00. 00.  
STRAIGHT (2nd) ... 2 58. 00. 00. STRAIGHT (2nd) ... 2 25. 00. 00.

Through Tickets to London and Le Havre via Towns of Europe.  
Accommodation reserved in the Tr. via at Marseilles.

LIGNE COMMERCIALES (Cargo Boats).

S.S. "DUNKERQUE" ... loading for HAVRE ANTWERP

S.S. "YANG-TSE" from DUNKERQUE, LONDON & HAVRE is due to arrive about end of February.

Sailings subject to alteration without notice.  
For full Particulars, apply to—  
MESSAGERIES MARITIMES CO.,  
3, Queen's Square, S. 10, London.  
TELEPHONE CENTRAL 740.  
CONSIGNATION—TRANSIT—REPRESENTATION

**PRINCE LINE, FAR EAST SERVICE**

Regular Sailings to Boston and/or New York by fast freight steamers.

BOSTON  
and  
NEW YORK

S.S. "GABRIO PRINCE" ... 16th Feb. 1925.

For Freight and Full Particulars, apply to—  
FURNES (FAR EAST), LIMITED.  
(Incorporated in Great Britain)  
King's Building.  
Telephone Central 5165.  
Telegrams Furnes.

**P. & O., British India  
Apcar and  
Eastern & Australian  
Lines**

(COMPANIES Incorporated in ENGLAND).  
MAIL AND PASSENGER SERVICES  
STRAITS, JAVA, BURMA, CHINA, INDIA, PERSIAN GULF, WEST INDIES,  
MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING  
NEW ZEALAND & QUEENSLAND PORTS, RED SEA,  
EGYPT, EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY  
DIRECT ROYAL MAIL STEAMERS.  
(Under Contract with H.M. Government.)

S.S.	Tons	From Hongkong (about)	Destination
"SARDINIA"	6,684	19th Feb.	S'port, Penang, Colombo & B'way.
"KASHMIR"	8,962	21st Feb. Noon	Marseilles, London, Antwerp & Hull.
"MALWA"	10,941	7th Mar.	Marseilles & London.
"JEROME"	6,318	11th Mar.	Singapore, Penang, & Bombay.
"SOUTDA"	6,686	18th Mar.	Marseilles, London & Antwerp.
"KARAGA"	8,005	21st Mar.	Singapore & Bombay.
"KIDDERPORE"	6,334	21st Mar.	Singapore, Penang, Colombo & B'way.
"SIOLIA"	6,412	21st Mar.	Marseilles & London.
"MANTUA"	10,903	4th Apr.	Marseilles & London.
"KARMALA"	9,098	18th Apr.	Marseilles & London.
"MACEDONIA"	11,089	2nd May	Marseilles & London.
"NAGOYA"	6,854	18th May	S'port, Penang, Colombo & B'way.
"SARDINIA"	6,686	23rd May	S'port, Penang, Colombo & B'way.
"MOREA"	10,911	30th May	Marseilles & London.
"KALYAN"	9,118	18th June	Marseilles & London.
"MALWA"	10,941	27th June	Marseilles & London.
"KASHMIR"	8,005	11th July	Marseilles & London.
"MANTUA"	10,903	20th July	Marseilles & London.

**BRITISH INDIA-APCAR SAILINGS**

S.S.	Tons	From Hongkong (about)	Destination
"TILWA"	10,006	17th Feb. 1 p.m.	Singapore, Penang & Calcutta.
"TALAMBA"	8,018	24th Feb.	do.
"TAKLIWA"	7,936	7th Mar.	do.
"TAIREA"	7,932	22nd Mar.	do.
"TAKADA"	6,946	27th Mar.	do.
"TALMA"	10,000	18th Apr.	do.

**EASTERN AND AUSTRALIAN SAILINGS (South)**

S.S.	Tons	From Hongkong (about)	Destination
"TANDA"	6,988	28th Feb.	Mandla, Sandakan, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
"ARAFURA"	6,000	1st April	do.
"ST. ALBANS"	4,900	23rd April	do.
"TANDA"	6,988	3rd June	do.
"ARAFURA"	6,000	1st July	do.
"ST. ALBANS"	4,900	31st July	do.

The E. & A.S.S. Co., Ltd. steamers will also call at Shanghai, Hio, Cebu, Kolambagan, Tawao, Timor, Darwin, or other ports en route as indicated on offers.  
Frequent connections from Australia with the following—  
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, The P. & O. Royal Mail Steamers to London via Suez Canal. (San Francisco, etc.)  
The P. & O. Branch Service of Steamers to London via the Cape.  
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

**SAILINGS TO SHANGHAI AND JAPAN**

S.S.	Tons	From Hongkong (about)	Destination
"TAKLIWA"	7,936	12th Feb. D.L. Amoy, Shanghai, etc. & Yokohama	
"KASHMIR"	8,005	21st Feb.	Shanghai, Moji & Kobe.
"SOUTDA"	6,686	21st Feb.	do.
"TAIREA"	7,932	2nd Mar.	Moji & Kobe.
"BICHLIA"	6,812	7th Mar.	Shanghai, Moji & Kobe.
"ARAFURA"	6,000	7th Mar.	Moji & Kobe.
"MANTUA"	10,903	7th Mar.	Shanghai, Moji & Kobe.
"TAKADA"	6,946	7th Mar.	Shanghai, Moji & Kobe.
"KARMALA"	9,098	21st Mar.	Shanghai, Moji & Kobe.
"TALMA"	10,000	18th Mar.	Kobe.
"MACEDONIA"	11,089	3rd Apr.	Shanghai, Moji & Kobe.
"ST. ALBANS"	4,900	4th Apr.	Moji & Kobe.
"SARDINIA"	6,686	17th Apr.	Shanghai, Moji & Kobe.
"NAGOYA"	6,854	23rd Apr.	do.
"MOREA"	10,911	1st May	do.
"SARDINIA"	6,686	1st May	do.
"TANDA"	6,988	3rd May	Moji & Kobe.
"KALYAN"	9,118	15th May	Shanghai, Moji & Kobe.
"MALWA"	10,941	27th May	Shanghai, Moji & Kobe.
"ARAFURA"	6,000	6th June	Moji & Kobe.
"KASHMIR"	8,005	18th June	Shanghai, Moji & Kobe.
"MANTUA"	10,903	23rd June	do.
"ST. ALBANS"	4,900	4th July	Moji & Kobe.
"KASHMIR"	8,005	10th July	Shanghai, Moji & Kobe.
"MACEDONIA"	11,089	14th July	do.

All rates are approximate and subject to alteration without notice.  
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.  
Passengers for Baggage must declare their own Hotel expenses at Singapore while awaiting on carrying steamer.  
All Cables are fitted with Electric Fans free of charge.  
Parola Measuring not more than 24 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.  
For Further Information, Passage Fares, Freight, Handbooks, etc., apply to—  
**MACKINNON, MACKENZIE & CO.**  
P. & O. Building, Cantonment Road Central, HONGKONG.  
Agents.

**DOUGLAS STEAMSHIP CO., LTD.**

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE OF Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in Staterooms, Saloons and Excellent cuisine.

FOR

**SWATOW, AMOY & FOCHOW**

AND RETURN

(Occupying 3 or 10 Days)

"HAI-NING" ... Capt. W. C. Penrose ... Tuesday, 10th Feb. at 4 p.m.  
"HAI-NING" ... Capt. E. H. Walker ... Friday, 13th Feb. at 1 p.m.  
"HAI-NING" ... Capt. A. H. Stewart ... Tuesday, 17th Feb. at 1 p.m.

Arrivals and Departures from the Company's Wharf (near State Pier).  
Round Trip Tickets will be issued from Hongkong to Fochow (Fuchow) and return by the same steamer by the "HAI-NING," "HAI-NING" and "HAI-NING" at the Reduced Rate of \$60.00 including Meals while the Steamer is in Port.  
For Freight and Passage apply to—

**DOUGLAS LAPRAKE & CO.,**  
General Managers.

**CHINA NAVIGATION CO., LIMITED**

SAILINGS SUBJECT TO ALTERATIONS

Port	Steamers	Date of Departure
AMOI & SHANGHAI	"SZECHUEN"	On 10th Feb. Noon.
HOIHOW & SINGAPORE	"KWEIYANG"	On 10th Feb. 10 a.m.
BALIK PAPAN & TJILATJAP	"TAIKOOYANYI"	On 10th Feb. 10 a.m.
SHANGHAI & TRINGTAO	"LUCHOW"	On 11th Feb. Noon.
SWATOW & SHANGHAI	"SHANTUNG"	On 12th Feb. 11 a.m.
SHANGHAI & TSINGTAO	"CHUSAN"	On 14th Feb. Noon.
SWATOW & BANGKOK	"KAYING"	On 15th Feb. 11 a.m.
AMOI, SWATOW & SINGAPORE	"KUNGHOW"	On 15th Feb. 11 a.m.
SWATOW & SHANGHAI	"KUNGHOW"	On 15th Feb. 11 a.m.
WEIHAIWEI, CHEFOO & TIEN-TSIN	"KURICHOW"	On 15th Feb. 11 a.m.
AMOI & SHANGHAI	"SINKIANG"	On 15th Feb. 11 a.m.
HOIHOW, PAKHOI & HAIPHONG	"TAMING"	On 19th Feb. 11 a.m.
AMOI, SWATOW & SINGAPORE	"KIANGSU"	On 21st Feb. D.L.
SWATOW & BANGKOK	"KIANGSU"	On 21st Feb. D.L.
WEIHAIWEI, CHEFOO & TIEN-TSIN	"KWANGTUNG"	On 22nd Feb. 11 a.m.
TIEN-TSIN	"HUIHOW"	On 28th Feb. 4 p.m.

SHANGHAI LINE.—Excellent Saloon accommodation, amidehips, with Electric Fans fitted. Regular service four times weekly between Canton, Hongkong and Shanghai leaving Hongkong, Sundays (via Swatow) and extending to Fuchow, Tuesdays (via Amoy) Thursdays (via Swatow) and Saturdays (direct extending to Tientsin). Cargo taken on through Bills of Lading to all Yangtze and North China ports. Passengers for Shanghai do not require to tranship at Woosung.  
BANGKOK LINE.—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single berth cabins.

For Freight or Passage apply to—  
BUTTERFIELD & SWIRE  
Agents.  
CARGO AND PASSENGER CAN BE ISSUED AT THE OFFICE OF BUTTERFIELD & SWIRE.

**AUSTRALIAN ORIENTAL LINE**

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS

SAILINGS SUBJECT TO ALTERATION

Steamer	Due at Hongkong on or about	Due to sail for Manila, Port Banga, Thursday Is., & Avar. Ports on or about
"TAIYUAN"	23rd Feb.	28th Feb.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation with Electric Light through-out and Electric Fans in the State Rooms. A duly qualified Doctor is carried. Reduced Fares Cargo booked through to all Australian, New Zealand and Tasmanian Ports.  
For freight and passage, apply to—  
BUTTERFIELD & SWIRE,  
Telephone No. Central 25.  
Agents.

**DODWELL & CO., LTD.**

NEW YORK BERTH

FOR NEW YORK AND BOSTON via SUEZ.

S.S. "WRAY CASTLE" ... Sailing 6th March  
S.S. "BOWES CASTLE" ... Sailing 6th April

**LLOYD TRIESTINO.**

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR  
BRINDISI, VENICE AND TRIESTE (RIME).  
TAKING CARGO ON THROUGH BILLS OF LADING TO  
GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND  
DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE

\$66.

**NEXT SAILINGS**

OUTWARD FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI

S.S. "LACONIA" ... Sailing 17th Feb.  
S.S. "PERSEA" ... Sailing 18th Mar.  
S.S. "DUCHESSA D'OSTIA" ... Sailing 18th Apr.  
S.S. "ROSEANDRA" ... Sailing 10th May

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE

S.S. "VEREZIA" ... Sailing 11th Feb.  
S.S. "FIUMEL" ... Sailing 27th Mar.  
S.S. "PERSEA" ... Sailing 2nd Apr.

**NATAL LINE OF STEAMERS.**

FROM CALCUTTA, COLOMBO TO SOUTH AFRICAN PORTS

S.S. "UMZUMBI" ... Sails about 16th March  
S.S. "UMOSA" ... Sails about 16th April

Regular Passenger and Cargo Service to South African Ports

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

**DODWELL & CO., LIMITED**  
Telephone Central 1039.  
Agents.

**Yamashita Steamship & Mining Co., Ltd.**

Steamship Owners, Shipping &amp; Marine Insurance Broker.

Coalmine Owners-General Coal Merchants.

REGULAR FREIGHT &amp; PASSENGER SERVICE

KEELUNG, HONGKONG, CANTON &amp; HAIPHONG

For CANTON

For HAIPHONG via Hoihow &amp; Pakhoi

For KEELUNG via Swatow &amp; Amoy

For further particulars, please apply to—  
Branch Office  
No. 17, Nathan Road, Wanchai  
Tel. 2424-2425.  
S. NITAHAI, Agents.  
Two Floor King's Building, 11  
Tel. Central No. 140 & 141.



